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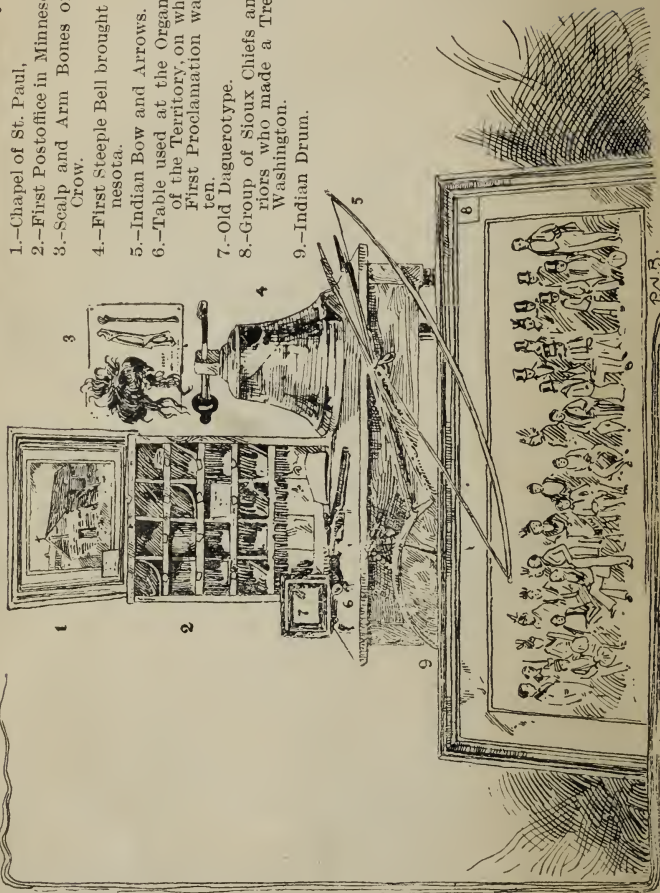
B61

“**B**EHIND the squaw’s light birch canoe
The steamer rocks and raves ;
And city lots are staked for sale
Above old Indian graves.

I hear the tread of pioneers
Of Nations yet to be—
The first low wash of waves, where soon
Shall roll a human sea.

The rudiments of Empire here
Are plastic yet and warm,
The chaos of a mighty world
Is rounding into form.”—*Whittier*.

- 1.—Chapel of St. Paul,
- 2.—First Postoffice in Minnesota.
- 3.—Scalp and Arm Bones of Little Crow.
- 4.—First Steeple Bell brought to Minnesota.
- 5.—Indian Bow and Arrows.
- 6.—Table used at the Organization of the Territory, on which the First Proclamation was written.
- 7.—Old Daguerrotype.
- 8.—Group of Sioux Chiefs and Warriors who made a Treaty at Washington.
- 9.—Indian Drum.



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B61

ST. PAUL,

ITS

PAST AND PRESENT;

BEING AN

Historical, Financial Commercial Compend

SHOWING THE GROWTH, PROSPERITY,
AND RESOURCES OF THE GREAT
COMMERCIAL EMPORIUM OF
THE NORTHWEST.

BY FRANK C. BLISS.)

Author of "Our Country and Government," "Political
Compendium," "Queen Esther," &c.

ILLUSTRATED.

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ST. PAUL, MINN.,
F. C. BLISS PUBLISHING COMPANY.

1888.

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INTRODUCTION.

IN the compilation of this little work, the author has collected together many of the most important facts which took place in the primitive days of the city; and, in its arrangement, has adopted the simplest form—that of placing events, as much as possible, in their chronological order, excepting those which came more properly under their various subjects, as arranged and classified.

In order to exhibit in a proper light the rapid growth and development of the city, and the phenomenal increase of its wealth, resources, financial, commercial and manufacturing industries, he has included herein many comparative tabulated statements, which statistical matter he has obtained from the reports of the various departments, and from other reliable and official sources. Great pains have been taken to make them correct and reliable in every particular. Many of the dates and events of early years have been gathered from various works in the library of the Historical Society, some of which are mentioned in the body of the work,—and from other reliable sources.

To those who have recently arrived in the city, and know but little of its early history, and who consequently do not realize its substantial and marvelous growth, nor fully understand the origin of its various departments and institutions, the author trusts that this brief compend will be found very useful as a book of reference, especially if they have not the time or facilities for gaining the information from other sources.

To the early pioneer and old settler, he trusts it will be equally acceptable, as tending in a measure to perpetuate the memory of the settlement and primitive days of our city, and in recalling to their minds circumstances and events connected with

its early history, as well as for the brief references to themselves or others who took an active part in the struggles, hardships and privations of frontier life, and who have lived to see a feeble settlement of a few hamlets converted into a metropolitan city of vast resources, and having a population of nearly a quarter of a million.

As the work was intended as a brief compend of the past, but more full and particular as to the present, thereby showing the rise growth and present magnitude of the city, and it being desirable to make it as compact as possible, and bring it within a limited space, many facts and personal sketches and much interesting matter have necessarily been omitted.

Besides a Table of Contents, we have added an Index—alphabetically arranged—of the subjects and events therein contained, and which can readily be found by reference thereto. As a reference book, to the business man,—in fact to every citizen, to be kept in his library or upon his desk, we think it will prove invaluable. As an historical and statistical document, to be sent by mail (which can be done at a nominal expense) to friends abroad, we trust it may prove of some benefit to the city and general public.

F. C. B.

ST. PAUL, September 1, 1888.

CONTENTS.

CHAPTER	PAGE.
I. EARLY EXPLORATIONS IN THE NORTH-WEST.....	13
II. TREATIES WITH THE INDIANS.....	23
III. ST. PAUL—EARLY PIONEERS AND PRIMITIVE DAYS.....	33
IV. GROWTH AND PROSPERITY OF THE SETTLEMENT.....	49
V. STATE AND COUNTY DEPARTMENTS.....	69
VI. CITY GOVERNMENT—POSTOFFICE AND CUSTOM HOUSE DEPARTMENTS.....	81
VII. AREA OF ST. PAUL, AND PUBLIC WORKS.	91
VIII. REAL ESTATE, AND REAL ESTATE BOARD.	101
IX. BUILDING RECORD—CONTRACTORS AND BUILDERS' BOARD OF TRADE.....	109
X. MANUFACTURING INDUSTRIES—BANKS, ETC.....	119
XI. COMMERCIAL GROWTH—JOBGING TRADE	127
XII. THE GREAT RAILROAD CENTRE—STREET RAILWAYS, ETC.....	137
XIII. DEPARTMENTS OF FIRE, POLICE, AND HEALTH.....	149
XIV. EDUCATIONAL ADVANTAGES—SCHOOLS AND COLLEGES.....	157
XV. CHURCHES, RELIGIOUS ASSOCIATIONS, AND CEMETERIES.....	169
XVI. NEWSPAPERS OF ST. PAUL.....	175
XVII. THE HOTELS OF ST. PAUL.....	185
XVIII. COMMERCIAL ASSOCIATIONS—CHAMBER OF COMMERCE, ETC.,.....	193
XIX. PARKS, BOULEVARDS, AND LAKES.....	203
XX. SUBURBS OF ST. PAUL—ICE PALACE AND CARNIVAL.....	217

I L L U S T R A T I O N S .

	PAGE
1. <i>Relics of Primitive Days</i>	Frontispiece.
2. <i>Portrait of N. W. Kittson. (Full page)</i>	12
3. <i>Fort Snelling in Early Days</i>	22
4. <i>Traverse de Sioux. (Full page)</i>	26
5. <i>Little Crow</i>	28
6. <i>Hole-in-the-Day</i>	31
7. <i>"Old Bets."</i>	32
8. <i>Portrait of Rev. Lucian Galtier</i>	42
9. <i>Chapel of St. Paul</i>	43
10. <i>Portrait of Rev. A. Ravoux</i>	44
11. <i>Portrait of Rev. Joseph Cretin, D. D.</i>	45
12. <i>Winter Couriers of the Fur Company. (Full page)</i>	48
13. <i>Portrait of Alexander Ramsey</i>	50
14. <i>Portrait of Henry M. Rice</i>	53
15. <i>Portrait of Rev. E. D. Neill, D. D.</i>	54
16. <i>Portrait of Gen. H. H. Sibley</i>	56
17. <i>Portrait of John W. McChung</i>	59
18. <i>The New City Hall. (Full page)</i>	80
19. <i>Portrait of David Day</i>	88
20. <i>Tail Piece</i>	90
21. <i>A Reservoir—Tail Piece</i>	100
22. <i>River View—St. Paul. (Full page)</i>	108
23. <i>Oldest House in St. Paul, 1887</i>	110
24. <i>The Old Court House</i>	111
25. <i>The Old Jail</i>	112
26. <i>The Old Capitol</i>	113
27. <i>Plant of Bohn Manufacturing Co. (Full page)</i>	118
28. <i>Portrait of Bartlett Presley</i>	128
29. <i>The New Vestibuled Car. (Full page)</i>	136
30. <i>Engine House No. 1. (Full page)</i>	148
31. <i>Proposed Y. M. C. A. Building. (Full page)</i>	168
32. <i>Globe Building. (Full page)</i>	174
33. <i>New Pioneer Press Building</i>	180
34. <i>Hotel Ryan. (Full page)</i>	184
35. <i>Merchants Hotel</i>	186
36. <i>Portrait of F. R. Welz</i>	187
37. <i>Portrait of F. E. Snow</i>	188
38. <i>The Windsor Hotel</i>	191
39. <i>Chamber of Commerce Building</i>	194
40. <i>Minneopa Falls</i>	202
41. <i>Hotel Lafayette</i>	214
42. <i>Ice Palace, 1888</i>	216

INDEX.

—00—

Agricultural Society.....	72	Clark, John.....	154
Allen, Alvaren.....	63, 186, 187	Clearing House Record.....	126
Allen, Moon & Co.....	133	Clewett, James R.....	38
Almshouse.....	78	Colleges.....	163, 166
American House.....	189	Common Council.....	82
Anniversary, Chamber of Commerce.....	196, 198	Commercial Growth.....	127
Area of St. Paul.....	91	Commercial Organizations.....	193
Auerbach, Finch & Van Slyck.....	131	Como Park.....	210
Baldwin School.....	113	Como Lake.....	213
Banks of St. Paul.....	122-125	Contractors and Builders' Board of Trade.....	117
Bass, Jacob W.....	46, 47	Court House, Old.....	62, 112
Baptist Church.....	171	County Departments.....	77
Beaupre, Keogh & Davis.....	130	County Officials.....	77
Birth of First White Child.....	39	Courts.....	84, 86
Bishop, Harriet.....	40, 46	Cretin, Bishop.....	45
Blakeley, Russell.....	64, 196	Custom House Building.....	114
Black, John T.....	153	Custom House Business.....	89
Board of Public Works.....	98	Daily Dispatch.....	178, 182
Board of Fire Commissions..	153	Dawson & Co.....	124
Board of Education.....	160, 161	Day, David.....	61, 88, 112
Board of Control.....	78	Depot, Union.....	146
Board of Trade.....	199	Death Rate of St. Paul.....	156
Board of Park Commiss'rs.....	211	De Soto.....	14
Bonded Indebtedness of City.....	201	Dewey, John J.....	47, 59
Boulevards.....	203-212	Directory, First City.....	119
Bremer, Fredrika.....	51	District Court.....	85
Bridges.....	96, 97	Drake, E. F.....	142, 197
Brunson, Ira.....	61	Early Explorations.....	13
Builders' Board of Trade.....	117	Edgerton, E. S.....	123
Building, Comparative Table.....	114	Educational.....	157
Building Record.....	109	Election of County Officers....	61
Burbank, H. C.....	132	Election Days.....	69, 77
Burbank, J. C.....	64	Election, First City.....	66
Capital, Location of.....	113	Election, First Territorial.....	58
Capitol, Old Building.....	113	Election, First Town.....	61
Capitol, New Building.....	114	Episcopal Church.....	171
Carver, Jonathan.....	20, 21	Evans, William.....	38
Cathedral.....	45	Faribault, David.....	46
Cave, Great.....	20, 21	Farrington, John.....	130
Celebration, First 4th of July.....	68	Financial Growth.....	122
Celebration, N. P. R. R.....	142	Finch, Van Slyck & Young.....	131
Cemeteries.....	172	Fire Department.....	149, 153
Central House.....	59, 188	Fires, Destructive, in Early Days.....	150
Chapel of St. Paul.....	43	First Fire in St. Paul.....	150
Churches.....	169, 172	First Methodist Church.....	170
Chamber of Commerce.....	195-198	First Newspaper in City.....	175
Chicago, St. P., and Kansas City R. R.....	144	First National Bank.....	123, 125
Chicago, St. P., M & O. R. R.....	144	First Steam Fire Engine.....	151
City Government.....	81	Forbes, Wm. H.....	46, 58, 62
City Officials.....	81, 83		

- Fort Snelling..... 21, 22
 Forbes & Kittson.....129
 Freight, Table of, in 1887.....145
 Fur Trade.....57, 129
 Fuller House.....189

 Galtier, Rev. Lucian.....41, 43
 Gammel, Francis..... 38
 Germania Bank.....116, 125
 Germania Ins. Co. Building....116
 Gervais, Benjamin.....36, 39, 82
 Gervais, Pierre..... 36
 Globe Newspaper 181, 182
 Goodrich, Aaron..... 49
 Goodhue, James M.....91, 175, 178
 Gotzian, Conrad.....131
 Gotzian, C. & Co.....132
 Great Cave..... 20, 21
 Guerin, Vetel.....38, 42, 45, 62

 Hamline 163, 222
 Hamline University..... 163
 Hartshorn, Wm 128
 Hays, Joseph 37-39
 Health Department.....155
 Heard, I. V. D..... 75
 Hennepin, Louis..... 16, 18, 19
 Historical Society 73
 Hole-in-the-Day..... 31
 Hope Hose Co., No 1.....151
 Hospital..... 78
 Hotels of St. Paul.....185, 192
 Hotel Lafayette..... 214
 Hotel Ryan..... 181, 192
 Hotel St. Louis.....215
 House, Oldest, in 1887.....110
 House, First Brick.....111
 House of Hope ... 54
 Hoyt, Henry F.....155

 Ice Palace.....222-224
 Immigration... ..61, 62, 66
 Ingersoll Block.130
 Ingersoll, D. W.....76, 130
 Inspectors of Schools.....161
 International Hotel.....189
 Ireland, Bishop46, 198
 Irvine, John R.....40, 44

 Jackson, Henry.....39, 58, 127
 Jail, Old.....62, 112
 Jobbers' Union.....135
 Jobbing and Wholesale
 Trade.....127, 134
 Johnson, Gates A.....115
 Joliet, Louis..... 14
 Judicial Department.....84

 Kelly, P. H., Mercantile Co...132

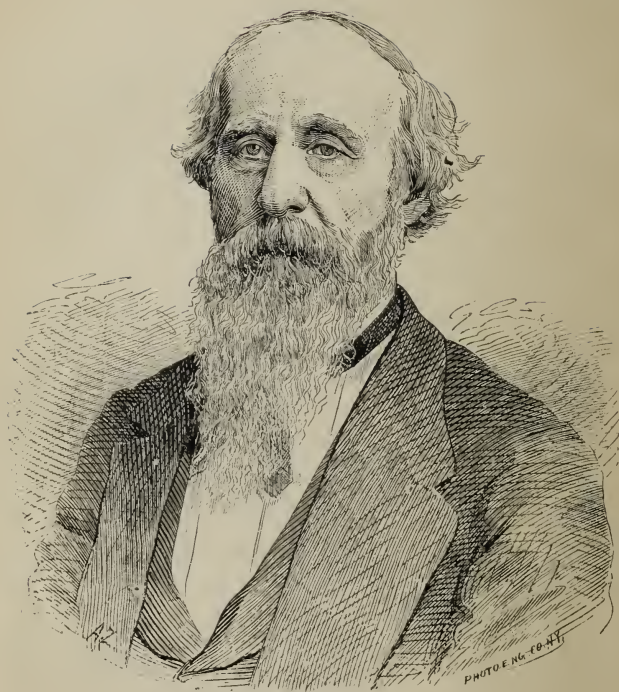
 Kennedy, Robert..... 59
 Kittson, N. W.....38, 57

 Labisnier, Joseph..... 38
 Lakes and Lakelets.....212
 Lake Elmo.....213
 Lake Minnetonka.....213
 Lambert, Henry A..... 61
 Larpenteur, A. L.....128
 La Salle.....13, 16, 17
 Le Sueur..... 19
 Lindeke, Warner and
 Schurmeier.....132
 Libraries of St. Paul.....166
 Little Crow..... 28

 Macalester 164, 222
 Macalester College.....164
 Manufacturing Industries.....119
 Manufactures, Tabulated
 Statement.....120
 Marquette, Jacques..... 14
 Marshall, W. H.....60, 130
 Marriage, First in St. Paul... 38
 Marriages in 1850..... 61
 McBoal, James..... 58
 McClung, John W..... 58
 McQuillan, P. F. and Block...133
 Mendota, Treaty at..... 30
 Mercantile Trade in 1849129
 Merchants Hotel.....47, 186, 188
 Merchants Nat'l Bank...123, 125
 Merriam Park.....240, 221
 Merriam, John J.....63, 221
 Merriam, Wm. R.....124
 Metropolitan Hotel.....190
 Minnesota, Settlement of..... 21
 Minnesota a Territory..... 47
 Its Government 49
 Minnesota a State..... 67
 Minnesota Stage Co 63
 Minnesota Transfer... ..222
 Military Forces..... 71
 Mississippi Valley, Purchase
 of..... 15
 Moffet's Castle.....190
 Monfort, D. A.....123
 Mosseau, Charles..... 38
 Municipal Court..... 86

 National Ger. Am.
 Bank124, 125
 Neill, Rev. E. D54, 160-164
 New England House..... 50
 New Jerusalem Church.....170
 Newspapers of St. Paul, 175, 183
 News, Daily.....183
 Northwestern Express Co..... 64

- Northern Pacific R. R.
 Celebration.....142
 Nobles, W. H.....129
 Noyes Bros, & Cutler.....133
 Noyes, Daniel R.....133
 North St. Paul.....218
 Northwest Magazine.....183
 Oakland Cemetery.....172
 Old Bass Tavern.....185
 "Old Bets,".....32
 Olmstead, David.....66, 127
 Old Settlers' Association.75
 Parks of St. Paul.....203-212
 Parrant, Pierre.....33, 35
 Pattison, Benson & Co.....63
 Perry, Abraham.....36, 39
 Perrot, Nicholas.....19
 Phelan, Edward.....37, 39
 Phillips, W. D.....53, 68
 Pioneer Association.....79
 Pioneer Hook and Ladder Co.151
 Pioneer Press.....179, 180
 Pioneer Press, New Building...116
 Postoffice and Building,
 46, 86, 89, 114
 Police Department.....153, 154
 Population, Table.....62, 200
 Presbyterian Church.....54, 171
 Presidents of Chamber of
 Commerce.....198
 Probate Court.....86
 Presley, Bartlett.....128, 129
 Public Works, Tables.....93-97
 Railroad, First in State.....142
 Railroads.....137-147
 Railroads. Receipts and Ship-
 ments of.....145
 Railways, Street.....147
 Ramsey, Alexander....27, 49, 50
 Ramsey County.....61
 Railway and Hotel News.....183
 Randall, Wm. H.....46
 Ravoux, Rev. A.....44
 Real Estate.....101
 Real Estate Board.....106
 Red River Trade....57, 129
 Reform School.....75
 Rice, Edmund....62, 65, 69, 142
 Rice, Henry M....32, 41, 52, 127
 Robert, Louis.....61, 128
 Rondo, Joseph.....39
 Ryan, Dennis.....191
 Ryan Hotel.....191
 Saint Paul House....47, 49, 185
 Schools, First in Minnesota...159
 Schools.....157-163
 Second National Bank. 123, 125
 Sibley, H. H.....47, 55, 59
 Simpson, Jas W.....127
 Smith, Chas. K.....49
 Snelling, Fort.....21, 22
 Snelling, Col.....21, 22
 Snow, F. E.....188
 South St. Paul.....219
 Stage Lines.....62, 63
 St. Anthony Falls, Discovery 15
 State Departments and
 Officers.....69, 70
 Steamboats....61, 62, 64, 66
 Store, First in St. Paul.127
 Stores, Number in 1849.....128
 St. Anthony Park.....222
 St. Paul—Area and Original
 Plat.....91-93
 St. Paul a Township.....61
 St. Paul a City.....65
 St. Paul Park.....220
 St. Paul Public Library.....166
 St. Paul, M & M, R. R....144
 St. Thomas' Seminary..165
 St. Paul Union Stockyards...219
 Storming of Ice Palace.....224
 Suburbs of St. Paul.....217-222
 Survey of the Townsite.....61
 Taylor, Joshua L....49
 Taxes.....201
 Temple & Beaupre.....130
 Territory of Minnesota....47, 49
 Thompson, Horace.....123
 Thompson, J. E....123
 Turpin, Amable.....38
 Union Depot Business.....146
 University of Minnesota....163
 Union Stockyards.....219
 Upham, H. P.....123
 Wagon, First made in Minn...120
 Water Works.....99
 Welz, F. R.....187
 West St. Paul Annexed.....68
 White Bear Lake.....212
 Wholesale Trade, Aggregate...134
 Wholesale Business, Table...134
 Willoughby & Powers.....62, 63
 Windsor Hotel.....131
 Winslow House.....189
 Winter Carnival.....222-224
 Young Men's Christian
 Association.....172



NORMAN W. KITTSON, 1874.

CHAPTER I.

Early Explorations

IN THE NORTHWEST.

THE ultimate object of many of the early expeditions to the Arctic regions, and into our north-western country, was to open some short road to the East Indies—the land of gold.

From the time of Elizabeth, the explorers having found, or thought they had found, some pieces of gold, in Greenland, revived the old Norse legend of a treasure hidden under the pole, and of masses of gold guarded by gnomes. For more than three centuries, with an astonishing perseverance, a host of explorers, and some from the noblest families, pursued this dream. Instead of gold, they found ramparts of ice, and many found starvation and death. Burentz died of cold; Willoughby of famine; Behring, after discovering the strait separating Asia from America, died of cold and hunger, on a desolate island; Hudson was sent adrift by his mutinous crew in a small boat, without provisions and without sails, to perish; and Sir John Franklin got lost among the icebergs of the north.

It was in the same adventurous spirit, and with the

same ultimate design that La Salle undertook the completion of what Marquette and Joliet had previously begun—the full exploration of the Mississippi river, honestly believing that through it might be opened a short route to China and Japan.

The first white man who had the pleasure and the honor of gazing upon the great “Father of Waters,” the Mississippi, was

DE SOTO,

in 1541. He was the commander of an expedition set on foot to search for riches in the wilds of the new world. But although De Soto first discovered, he was not the first to explore it, for the credit of that labor rightfully belongs to Jacques Marquette, a Jesuit priest, who had been a missionary among the Hurons, and Louis Joliet, a Canadian fur trader. In June, 1673, they, having descended the Wisconsin river, launched their canoes upon the broad bosom of the Mississippi, and slowly descended that river for a distance of some eleven hundred miles. By virtue of their discoveries, France claimed possession of the whole of the Mississippi valley, and that region was subsequently called Louisiana, after the king who then reigned. It remained a

FRENCH PROVINCE,

until 1762, when it was ceded to Spain, and continued Spanish property until 1800, when it was ceded back again to France.

During the time that Louisiana was under the dominion of Spain, frequent disputes arose between the United States and the Spanish authorities, respecting the right to navigate the Mississippi, which at that time was the western boundary. On two occasions these disputes nearly provoked a war.

After France had regained possession of Louisiana, the United States government instructed our minister at Paris, Mr. Livingstone, to begin negotiations for the purchase of New Orleans. Napoleon was at that time first consul of France, and it was one of his pet schemes to colonize Louisiana, so that it might counterbalance the influence of the English colonies in the east, but before his plans had matured, there arose a war between England and France.

PURCHASE OF THE MISSISSIPPI VALLEY.

Mr. Livingstone, whose previous negotiations with the French government had proved unsuccessful, again pressed his offer for the purchase of New Orleans, calling attention to an article in a London paper, proposing to send 50,000 men to attack and take that city. Napoleon, fearing this might be done, sold to our government, for \$15,000,000, all the territory between New Orleans and Oregon. This territory was ceded to the United States in 1803.

Little did Napoleon imagine, when, for the insignificant sum of \$15,000,000, he sold this vast expanse of territory—then a wild, unbroken wilderness, but partially explored and almost wholly unknown—that in eighty-four years (1887), it would be covered with flourishing communities, magnificent cities, extensive factories, cultivated farms, rich plantations, and with railroads running like net-work in every direction. Little did he dream of the riches that lay buried beneath the soil, or of the vast amount of products that would be garnered annually.

DISCOVERY OF ST. ANTHONY FALLS.

On a lovely afternoon in the month of October, 1680, as the slanting rays of the sun were falling in

roseate hues on the trees and shrubs growing upon the river's banks, and as the irregular bluffs and ledges, with aspect bold and imposing, were casting their shadows below, two weather-beaten, sun-browned men, some forty years of age, were standing on the east bank of the Mississippi river, gazing with delight and admiration at that magnificent and stupendous work of nature, St. Anthony Falls. They saw it, as it then stood, two centuries ago, in all its original beauty, magnitude and power, unfettered in its movements, unimpeded in its velocity, unshorn of its strength, whirling, thundering, forever rushing madly onward. Since that time the hand of man has desecrated it—both science and art have combined to reduce its dimensions and lessen its momentum, and over its loveliness have thrown a veil. One of these men was

FATHER LOUIS HENNEPIN,

who was born in Flanders, in 1640; he entered holy orders when young, and possessed a burning passion for travel and adventure. The other was Picard Du Guy, a fellow explorer and companion. They were the first white men who had discovered or gazed upon St. Anthony Falls, and Hennepin county was given its name in honor of this great explorer, Hennepin, who was sent out on this expedition by La Salle.

La Salle not only possessed an adventurous spirit, but was also a man of great foresight, determination, and finished education. He was, in early life, a student in a Jesuit college, and was distinguished for his proficiency in mathematics. At the time of Marquette's return from the Mississippi river, he was at his trading post, at Fort Frontenac, near the junction of the St. Lawrence river with Lake Ontario, near where Kingston now stands. La Salle was then a

fur trader, and after making up his mind to explore the Mississippi, and complete what Marquette had begun, sailed first to France to obtain the patronage of Louis XIV, which he obtained in 1678.

When La Salle returned from France, he dispatched a small vessel to the Niagara river, laden with material for building a vessel to navigate the lake. He joined the party there in January, 1679, and in six months the vessel was ready for launching, and he named it the "Griffin," in honor of Count Frontenac, the governor of Canada, whose armorial bearings were mounted by two griffins.

On the seventh of August, the vessel was fully equipped and laden, and on that day, he set sail with thirty men all told, among whom was Hennepin. Passing through Lake St. Clair, they entered Lake Huron, and on the twenty-seventh of the month, the ship was safely moored in one of the harbors of Mackinac island. Here La Salle,

WRAPPED IN A SCARLET CLOAK

edged with gold, visited the Indians, by whom he was most hospitably received, and, being a desirable point for trade, he built a fort. Leaving Mackinac they entered lake Michigan, and anchored at an island near the mouth of Green Bay. In two weeks the vessel was freighted with furs of the value of \$12,000 and sent back to Niagara, but was lost on the way.

Leaving Green Bay in four canoes, La Salle and his followers coasted along the eastern boundary of Wisconsin, and at last pitched their tents in the neighborhood of the Milwaukee river. On November first, they landed at the mouth of St. Joseph river, Michigan. Late in the season, they started for the Illinois river, and after journeying about 300 miles, they

reached that stream, and descended to an Indian village, where now stands Ottawa. They continued on down the river, until January 1, 1680, when they entered Lake Peoria, and visited an encampment of Indians, who invited them into their lodges, and spent the day feasting. As it was too cold to travel, he erected a fort not far distant from the site on which Peoria now stands. Here, in the interior of the American continent, two years before Penn purchased from the Indians the land on which Philadelphia now stands, might be heard the blowing of the forge, the sound of the saw, and the ring of the anvil. In less than six weeks, and in mid-winter, this exploring band had erected a log fort, which they named "Creve-cœur," and also the hull of a vessel, 42 feet long by 12 feet broad, which was to have been employed in the navigation of the Mississippi. . The necessary cordage and rigging they were not able to procure, and therefore the vessel was never completed. But La Salle ordered Father Hennepin, Du Guy and one Michael Ako to proceed on a voyage to the sources of the Mississippi river, and on the last day of February, 1680, in one canoe laden with goods, the three commenced their long and dangerous journey.

In seven days Hennepin and his companions had reached the mouth of the Illinois river; they paddled up as far as the Wisconsin river, when one day they were suddenly surrounded by a fleet of canoes filled with naked Sioux warriors, who took them captives, and all continued up the river to a little bay or inlet, about five leagues below St. Anthony Falls, which was probably near the

SITE ON WHICH ST. PAUL STANDS.

After this, they all set out across the country for

the Indian village, which was near Mille Lac, and arrived there early in May. Hennepin, who had become a favorite with the chief, was adopted by him, and lived for some months in the chief's lodge.

In September of that year, the band of natives set out on their annual hunt, leaving Hennepin and his two companions behind. One of them, Michael Ako, preferred to remain with the Indians, while Hennepin and Du Guy set off alone down the Mississippi, in a small canoe which they had obtained for that purpose. About the first of October they reached the falls, and were charmed with their grandeur, as already described. Hennepin named the falls, as he says, in honor of Saint Anthony of Padua. After many adventures, Hennepin and his companion finally reached Montreal. These discoveries by Hennepin attracted much attention to this region, and efforts were made to take formal possession of it in the name of France.

NICHOLAS PERROT,

a French officer, erected a fort on Lake Pepin, in 1689, and, planting the arms of France on a cross, took formal possession of the territory,

Le Sueur ascended the Minnesota river in the fall of 1700, and erected a fort, which he named "L'Heullier," on the Blue Earth river, near the mouth of the Le Sueur, but, by reason of the "French War," but little further progress was made in exploring the northwest, until the treaty of Versailles, in 1763, by which all the territory comprised within the limits of Wisconsin and Minnesota, east of the Mississippi was ceded to Great Britain.

A captain in a Connecticut regiment, who had served with distinction through the French war, and whose name was

JONATHAN CARVER,

after the treaty of Versailles, conceived the bold project of exploring the newly acquired possessions of Great Britain in the northwest. He was born in Canterbury, Connecticut, in 1732. His father was a justice of the peace, and gave his son a good English education. Carver possessed the true Yankee character, shrewd, talkative, quick to comprehend, but also bold, daring, and persevering, capable in designing, quick in execution, and eminently fitted to undertake the task contemplated. He left Boston in June, 1766, arrived in Mackinac in August, and left the fort in September in the company of some fur traders, going to Green Bay, thence up the Fox river, and crossing over to the Wisconsin river, down that stream to the Mississippi. He entered this river in October, and started up the stream in a canoe, with two servants, and finally arrived at the site whereon now stands St. Paul, and visited

THE GREAT CAVE,

which the natives called "*Wakan-Teebe*," that is, the "Dwelling of the Great Spirit." He gave a full description of this cave, and it was, without a doubt, the great cave under Dayton's Bluff. From this cave they visited St. Anthony Falls, and continued on up the great river to St. Francis river. He spent a period of seven months during the winter among a band of Noudowessie Indians, encamped near what is now New Ulm, and was treated by them with great hospitality. In the spring he returned to the great cave with the Indians, it being their custom at this season of the year to hold a grand council in the cave with other bands, and arrange as to their operations during the ensuing year, and at the same time to carry with

them their dead for interment, bound up in buffalo skins.

ADOPTED AS ONE OF THEIR CHIEFS.

He was admitted, he says, into their grand council in the cave, and had the honor of being adopted and installed a chief of their bands. Carver, after many wonderful adventures, safely returned from his explorations, arriving in Boston in October, 1768, having been absent two years and five months.

SETTLEMENT OF MINNESOTA.

That portion of Minnesota west of the Mississippi river had, by the Louisiana purchase from France in 1803, come into the possession of the United States, and prompt steps were taken by our government to make official explorations of the same.

LIEUT. PIKE'S EXPEDITION.

The first expedition fitted out, was under the command of Lieut. Z. M. Pike, U. S. A., who was sent out to visit the region, and make treaties with the Indians. He ascended the Mississippi river in September, 1805, and arrived at the encampment of J. B. Faribault, an Indian trader, a mile or so above St. Paul, in the month of September. On the twenty-third of that month, he held a council, and opened negotiations at Mendota with the Sioux band, which resulted in obtaining from them a grant of land nine miles square for military purposes, which has since been known as the

FORT SNELLING RESERVATION.

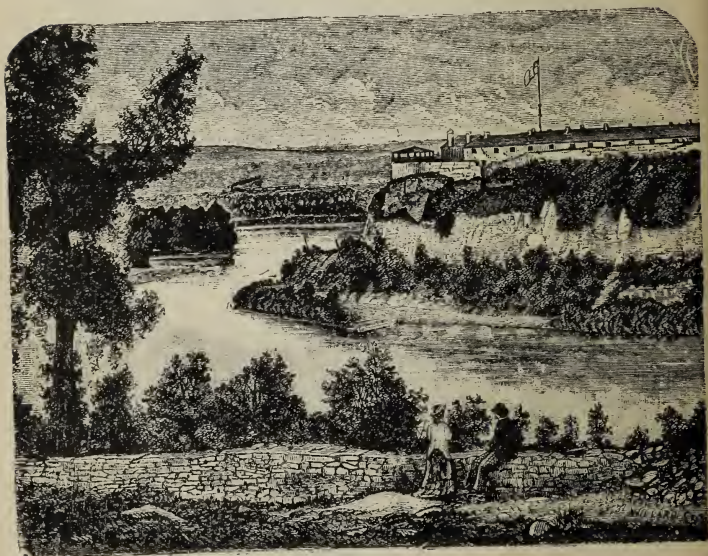
In 1819, the fifth regiment of infantry, under Lieut. Col. Leavenworth, was ordered up the river, and made the expedition in keel-boats, but so low was the water that they did not reach Mendota until Septem-

ber 24th, when they set themselves to the erection of rude huts for barracks, in which they passed a most uncomfortable winter.

In August, 1820, Col. Snelling took command of the post, and the erection of "Fort St. Anthony" was commenced, and on September 10th of the same year, the

CORNER-STONE WAS LAID

with appropriate ceremonies. The fort was not,



FORT SNELLING.

however, completed, so as to be occupied, until the fall of 1822. The name was subsequently changed, and it was called "Fort Snelling," in honor of its builder, as recommended by General Scott.

CHAPTER II.

Treaties with the Indians.

MANY persons have formed the opinion that, in dealing with the white men, the Indians have been cheated and defrauded out of their skins, merchandise and lands, and induced frequently to part with them without adequate compensation. This, doubtless, has been the case in many instances, and the ludicrous, but perhaps too truthful account of how it was done, is given in Diedrich Knickerbocker's (Washington Irving) History of New York.

By his account, the Low-Dutch colonists who came over in the ship "Goede Vrouw," having landed on the Jersey shore, marched boldly forward, and carried Communipaw by storm, although it was vigorously defended by half a dozen old squaws and as many more papooses.

The Dutch colony, however, flourished, and the neighboring Indians soon became very friendly, and a brisk trade sprang up between them; the Indians bringing in their skins and furs, and receiving therefor the genuine Holland rum, glass beads, and other such necessary articles of sustenance. He says :

"These Dutch traders were scrupulously honest in all their dealings; always purchasing by weight, and establishing it as an invariable table of avoirdupois, that the hand of a

Dutchman weighed one pound, and his foot, two pounds. It is true, the simple Indians were often puzzled by the great disproportion between bulk and weight, for let them place a bundle of furs ever so large in one scale, and a Dutchman put his hand or foot in the other, the bundle was sure to kick the beam. Never was a package of furs known to weigh more than two pounds in the market of Communipaw."

Now, grant that this is all fiction, so far as that particular colony was concerned, yet the fact remains, that everywhere they have been defrauded by sharpers and unprincipled men, who have given them fire-water for their valuable commodities, and otherwise have taken advantage of them in every possible way.

But it is to the lasting credit of St. Paul, that all of her old, respectable settlers, Ramsey, Kittson, Sibley, Rice, Neill, Marshall, and a host of others, were staunch friends of the Indians, and in all their dealings with them, whether in an official capacity or as private citizens, they acted honorably, wisely and equitably towards them, protecting their rights, providing for their wants and necessities, advancing their interests and ameliorating their condition in every possible way, by affording facilities for improvement and civilization.

TREATIES OF 1837.

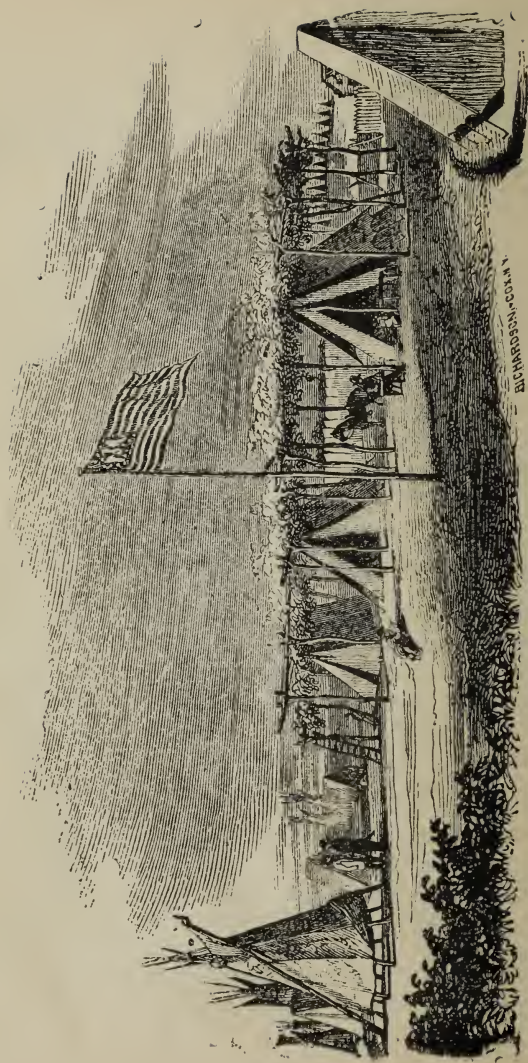
In 1837, two important treaties were made with the Indians. The first one was made by Gov. Henry Dodge of Wisconsin, with the Chippewas, at Fort Snelling, on July 29, of that year, whereby, for valuable consideration, the tribe ceded to the United States all their pine or agricultural lands on the St. Croix river, or its tributaries, both in Wisconsin and Minnesota. On the twenty-ninth of September, of the same year, at the city of Washington, a treaty was made and executed

by Joel R. Poinsett, a special commissioner representing the United States, and about twenty Indian chiefs accompanied by Major Taliferro, their agent, and Scott Campbell, interpreter.

By direction of Gov. Dodge of Wisconsin, and by his influence, this delegation of chiefs had proceeded to Washington for the purpose of making a treaty, by which the Dakotas ceded to the United States all their lands east of the Mississippi river, including all the islands in the same. In consideration therefor, the Indians were to receive \$300,000, to be invested in five per cent. stocks, the income of which should be paid to them annually,—\$110,000, to be divided in cash among the mixed bloods,—and \$90,000 in payment of debts owing by the tribes.

THREE OTHER TREATIES

were made with the different bands of Indians in 1851, whereby large tracts of land were ceded to the United States. These treaties were absolutely necessary, both to the United States and to the Indians. The buffaloes, which once fed in myriads upon every stream of the territory, now confined their range to the western borders of Minnesota, and left thousands of Red-men, who depended almost entirely upon the buffalo for their food and raiment, to destitution and starvation. The Indians were, therefore, compelled either to change entirely their habits, and become at once an agricultural people, or to give up their lands and themselves to the guardianship of the United States, and thus secure annual supplies and the paternal care of the government, as they gradually struggled out of the tepee and blanket, into the farm-house and civilization. Equally necessary was the possession of this territory by the government.



TRAVERSE DE SIOUX.

In view of the great extent of country desired, the importance of the transaction, and the long-continued friendship of the Dakota nation, President Fillmore departed from the usual mode of appointing commissioners, and deputed the Commissioner of Indian Affairs, the Hon. Luke Lea, and Governor Alexander Ramsey, to meet the representatives of the Dakotas, and to conclude with them a treaty for such land as they might be willing to sell. On the twenty-seventh of June, 1851, Commissioner Lea arrived in St. Paul on the steamboat "Excelsior," and on the evening of the twenty-eighth proceeded to Fort Snelling, to take on supplies, and a company of dragoons as an escort to the commissioners. Governor Ramsey went on board with Commissioner Lea, at an early hour on the morning of the twenty-ninth, but as the dragoons, owing to the brief notice given them, were not quite ready, the impatient captain, declaring that "time, tide and steamboats waited for no man," unmoored his boat, and headed her up the Minnesota river, without the escort, and safely landed the commissioners and their attendants at

TRAVERSE DE SIOUX,

where the treaty was to be consummated. Governor Ramsey and Commissioner Lea represented the United States, and, besides the chiefs, there were officials, traders, sutlers and correspondents of the Minnesota Pioneer and other papers.

Great delay in the proceedings was caused by the non-arrival from the upper country of certain of the Sioux chiefs, who were to participate in the proceedings, and it was not until the eighteenth of July that they had gathered together; but on that day the council convened, and the preliminaries to the treaty

commenced. During this time, from the twenty-ninth of June to the eighteenth of July, they all entertained themselves as best they could. There were

GAMES, RACES, DANCES,

suppers, speeches, sham fights, and all sorts of sports and fun. The correspondent of the Minnesota Pioneer sent daily a report of the proceedings.



LITTLE CROW, THE FAMOUS SIOUX CHIEF.

On the eighteenth of July, all the chiefs having arrived, proclamation was made, and in accordance therewith, they all met in grand council, and

THE PIPE OF PEACE

having been passed around, the council was opened

by an address from Governor Ramsey. On the twenty-third of July, after many meetings and many speeches, the treaty was concluded, and signed by the chiefs, by which they ceded to the United States all the lands east of the Sioux river and Lac Traverse to the Mississippi, excepting a reservation of 100 miles long by 20 miles wide on the head waters of the Minnesota river. This sale included

TWENTY-ONE MILLIONS OF ACRES, of the finest land in the world. By this treaty the Indians were to remove within two years to this reservation; to receive from the government, after removal, \$275,000, to enable them to settle up their business and to become established in their new homes; \$30,000 was to be expended in breaking land, erecting mills and establishing a manual labor school; and they were to receive, for fifty years from that time, an annuity of \$68,000, payable as follows, to-wit: cash, \$40,000; civilization fund, \$12,000; goods and provisions, \$10,000; and educational fund \$6,000. .

The news of this treaty was received in St. Paul with every demonstration of joy; flags were raised, bonfires lighted and muskets discharged. The Pioneer of July 31st, said:

“The news of this treaty exhilarates our town, and it looks fresh, lively and blooming! It is the greatest event by far in the history of the territory since it was organized. It is the pillar of fire that lights us into a broad Canaan of fertile lands. We behold now clearly, in no remote perspective, like an exhibition of dissolving views, the red savages with their tepees, their horses, and their famished dogs, fading, vanishing, dissolving away, and in their place, a thousand farms, with their fences and white cottages, waving wheat fields and vast jungles of rustling maize, and villages and cities crowned with spires, and railroads with trains

of cars rumbling afar off, and now nearer and nearer the train comes, thundering across the bridge into St. Paul, fifteen hours from St. Louis, on the way to Lake Superior! Is this a dream? What but a dream then, is the history of the northwest for the last twenty years?"

We, in 1888, see this dream realized, this prophecy more than fulfilled. This treaty was ratified by the senate, June 26, 1852.

TREATY AT MENDOTA.

On the twenty-ninth of July, 1851, Governor Ramsey and Commissioner Lea met the chiefs and leading men of the Med-ay-wa-kan-toan and Wah-pay-koo-toy bands of Sioux at a grand council at Mendota, to negotiate another treaty for the sale of other lands. After the preliminary proceedings, such as was had at Traverse de Sioux, negotiations were commenced, and continued from time to time, until August 5th, when the treaty was completed and signed.

By this treaty, these bands of Indians ceded to the United States all their lands in the territory of Minnesota and state of Iowa, and in consideration thereof the United States was to reserve for them a home for the average width of ten miles on either side of the Minnesota river, bounded on the west by Te-hay-tom-bay and Yellow Medicine rivers, and on the east by Little Rock river and a line running due south from its mouth to the Little Waraja river, and agreed to pay them the following sums of money, to-wit: for settling debts, and aid in removal, \$220,000; erecting buildings and opening farms, \$30,000; civilization fund, annually, \$12,000; educational fund, \$6,000; goods and provisions, \$10,000. These annuities were to continue for fifty years from the date of treaty. They were also to be paid in cash \$30,000.

STILL ANOTHER TREATY.

The third treaty of 1851 was effected in the fall of that year, by Gov. Ramsey, with the Villager band of Chippewas, by which they ceded to the United States a country of 65 miles in width by 150 miles in length, intersected in its centre by the Red river of the North. The forty-ninth parallel of latitude formed the north-



HOLE-IN-THE-DAY, A CHIEF OF THE CHIPPEWAS.

ern boundary line of the purchase, and Goose river—which flows into the Red river from the west, and Buffalo river—which empties into it from the east, formed the southern boundary. For this land, our government was to pay them \$30,000 cash down, and \$10,000 annually for twenty years.

The Hon. Henry M. Rice, of St. Paul, was largely instrumental in consummating other treaties, in 1853, 1854, and 1863, and at other times, with the Chippewa and Sioux tribes, by which a large portion of the remaining land in Minnesota was ceded to the government, and thrown open to settlement.



"OLD BETS,"

A privileged character, whose face was well known to every old settler. Her photographs were purchased by tourists, and can be found in all parts of the country. She died in May, 1873, at Mendota, and received a Christian burial. During her sickness, the Chamber of Commerce subscribed a considerable sum for her comfort.

CHAPTER III.

Saint Paul.

EARLY PIONEERS AND PRIMITIVE DAYS.

IT has been facetiously remarked that “the first *white* man who became a resident of Chicago was a negro.” His name was in fact John Baptiste Point-au-Sable, a colored gentleman, who built a rude cabin on the north bank of the main river, and laid claim to a tract of land. It might be difficult to decide whether the first resident of St. Paul was white, black, or copper-colored, if we judged alone from his personal appearance, but we are told, upon reliable authority, that his name was *Pierre Parrant*, a Canadian, who had been driven from the reservation, and prohibited from trading with the Indians and soldiers within its limits.

Many years prior to this, however, the Earl of Selkirk, having obtained a grant of land near the confluence of the Assiniboine and Red rivers from the Hudson Bay Company, established a colony in 1812, and subsequently a large number of Swiss families were induced to come over and settle there. After enduring hardships and privations for several years, many of these families abandoned the colony, about 1827, and located near Fort Snelling, having been kindly received by Col. Snelling, the commandant of the

post, who gave them permission to settle on the reservation. Here they commenced farming in a small way, and became quite comfortable and contented.

Major Plympton subsequently came into the command of the post, and difficulties arising between the settlers and officers of the fort, they were all ordered off from the reservation, but the eviction did not take place until after the treaty of 1837 with the Indians. They thus became scattered, but many of the refugees settled in this region, and some of them were among the early residents of St. Paul.

THE FIRST CABIN AND SALOON.

Pierre Parrant, a Canadian voyageur, having been driven from the reservation, and prohibited from trading with the soldiers and Indians within its limits, as aforesaid, came to St. Paul in 1838, and selected a spot eligible for selling whiskey to the soldiers, traders and Indians, which was at the mouth of the creek which flowed out of Fountain Cave, in upper town. Here he made his claim, built a log house and opened his saloon to the public, in June of that year. He was a man somewhat advanced in years, of doubtful character, and had a defective optic—and hence St. Paul was for a time called “Pig’s Eye,” in honor of its founder, Mr. Parrant. This was the first log cabin, this the first whiskey saloon, and this one-eyed Parrant the first permanent resident of this saintly city.

When Parrant first landed in the harbor of *Pig’s Eye*, he was met by no committee from the Chamber of Commerce to extend to him the right hand of fellowship; by no Common Council, or Board of Trade to extend to him the hospitalities of the city, or to wine and dine him at the public expense; by no real estate men to escort him about the city, or to point out to

him the localities for a grand investment. No ! No ! this distinguished tourist and founder of a great city came quietly and alone, took his own observations, made his own surveys, and platted his own addition. I have often imagined how he must have felt, when arising from his hard bed on the ground, he crawled out from his little log shanty the first morning after his arrival, and looked out upon the glorious scenery. Above him was the bright sun, throwing its genial rays over the picturesque bluffs, which rose in their wild and original grandeur, towering upward on every side, bold and imposing, and casting their shadows on the valleys, waters and glades below. Before him was the noble river, winding about like a ribbon of silver, sublime in its scenery, and majestic in the fullness and evenness of its flow.

It is said that "Nature delights in strong contrasts," and surely she has given us an abundance of them here, which Parrant must have noticed as his one eye took in the landscape on that delightful morning.

Other circumstances, also, must have combined to delight him. This unkempt, uncombed, unwashed man, was a merchant—a freeholder, the wealthiest and most important personage in the place ; he was, *ex-officio*, mayor, judge, city attorney, tax-collector and constable—in him all such officials were combined. The best of all however, was, he was the only real-estate dealer and loan agent in the place, and had the full monopoly of the business.

We know but little of his subsequent career, excepting that, for some years, he was selling whiskey to the Indians and soldiers. He mortgaged his original claim for \$90, was unable to pay it, and lost his land. He subsequently made another claim near the foot of

Robert street, which he sold for \$10 (it is now worth millions), made two other claims after that, one of which he lost, and the other he sold. About 1844, he left for Lake Superior, and report has it that he died on the journey, which is probably true.

Soon after Parrant had located here, during the summer of 1838, came Abraham Perry and his family (Swiss), who had been very well fixed as a farmer on the reservation, and owned much stock, but being obliged to leave, he drove his cattle and flocks before him, and arriving in the vicinity of where Parrant was located, he selected and made claim to a tract of land just below him, and erected thereon his cabin, and structures for his cattle. He had several children, who have all been married and settled in various places in Minnesota. It is said that Mr Perry had about seventy-five grandchildren at the time of his death in 1849—aged 73 years.

The Gervais Brothers—Benjamin and Pierre—also Red river refugees, were the next to put in an appearance here as settlers. They arrived in July, 1838, and proceeded at once to make claims, and erect habitations.

Benjamin, who had a family, made a claim a little below Mr. Perry's, extending from the bluff to the river, and did a little farming. His brother made his claim near by, upon a site now known as Leech's Addition. Afterwards, Benjamin purchased Parrant's second claim, foot of Robert street, corner of Bench street, for \$10, and completed the cabin partly erected thereon, where he resided for several years. He subsequently sold about three acres to Henry Jackson, including the site whereon the St. Paul Fire & Marine Insurance building now stands, and he also

donated a portion of land for the little St. Paul chapel first erected. He also sold part of his claim to Mr. Louis Robert, and some to other parties. After disposing of most of his property here, he removed some miles northward, and with his sons, made claims to land lying on the borders of the lake that now bears his name. Afterwards he removed to New Canada, and was the first settler there. His brother also removed from St. Paul in 1845, and died in New Canada in March, 1871.

The next settler who appeared seems to have been a discharged soldier from Fort Snelling, named Edward Phelan. He was born in Ireland, was about 27 years of age, of fine appearance, but most avaricious and revengeful in his disposition. He located his claim here in the fall of 1838, in the vicinity of Third, Eagle and St. Peter streets. He erected his cabin on the side of the bluff below Third street, about where the soap factory now stands. Alongside of his own, he made another claim for one, Joseph Hays, at the request of Hays, who was a soldier at Fort Snelling but was expecting his discharge, his time of service having nearly expired.

Hays, after his discharge, appeared and settled here, living with Phelan in his cabin, up to the time of his death by foul means, as hereinafter stated.

In 1841, Phelan, having sold his claim to one Rondo for some \$200, selected and made a new claim, and put up a cabin thereon, near the site of Hamm's brewery, but in 1844 he sold it for a mill site. This claim included the falls of the creek which bears his name. Phelan then made his third claim. He was arrested for the murder of Hays, but was discharged. In 1850, he was indicted for perjury by the first grand jury in

this county, but escaped arrest by starting suddenly for California, and it was afterwards reported that he met with a violent death in crossing the plains.

William Evans, also born in Ireland, about the same age as Phelan, and also a discharged soldier, arrived soon after Phelan, and made his claim on Dayton's bluff, near the Dayton mansion, and lived there several years, when he moved away.

OTHER SETTLERS ARRIVE.

During the year 1839, many persons arrived and settled within the present limits of St. Paul. Several of them were in the employ of the Fur Company, and among them were Amable Turpin, Francis Gammel, James R. Clewett, Charles Mousseau, Henry Belland, Dennis Cherrier and several others. Most of them were French Canadians. Amable Turpin was the father of Mrs. Louis Robert.

Joseph Labisinier also came, and located his claim in the vicinity of the Jackson and Robert streets hill, extending down to Twelfth street. He sold it in 1843, to James R. Clewett, an Englishman, in the employ of the Fur Company, who resided with Abraham Perry, and married one of his daughters. Mr. Clewett purchased a claim, which in 1843, was sold to Mr. Kittson, and was afterwards laid out as Kittson's Addition.

Still another one who located here in the fall of 1839, was Vetal Guerin. He found Hays' claim unoccupied, and at once "squatted" on it, and proceeded to erect a cabin, which was removed in 1860, to make room for Ingersoll's Block upon its site.

THE FIRST WEDDING

in St. Paul took place in April 1839, when James R. Clewett was united in marriage to the charming

Rose Perry, daughter of Abraham Perry, the ceremony being performed by the Rev. Mr. Pope, Methodist minister at Kaposia.

In the same year the body of James Hays, mentioned previously, was found in the river near Carver's Cave, with marks of blows upon it, showing conclusively that he had been murdered. He was a quiet man, resided with Edward Phelan, and was known to have money, saved up by him from his earnings. There were many strong suspicious circumstances going to show that the crime had been perpetrated by Phelan. He was consequently arrested and confined in the guard house at Fort Snelling. He was taken in due time to Prairie du Chien, the county seat of Crawford county, Wisconsin territory, for trial, and although the evidence was very strong against him, he escaped conviction, and after being discharged, returned to St. Paul.

BIRTH OF THE FIRST WHITE CHILD.

The first white child born in St. Paul (4th September, 1839), was named Basil Gervais, being the son of Benjamin Gervais.

In the spring of 1840, Joseph Rondo another refugee, having been driven off from the reservation, located in St. Paul, and purchased from Phelan his first claim under the bluff for \$200. Subsequently, Mr. Rondo, having disposed of this, made a new claim out on the Lake Como road, and some time afterwards laid out an addition on it, which is now very valuable property. Rondo street was named in honor of this person. In June, 1842, our

FIRST POSTMASTER ARRIVED

in St. Paul, a Mr. Henry Jackson, of Virginia, who proved to be a most energetic and public-spirited

man. He rented a cabin on the lower levee for a few weeks, where he resided with his family until his own should be completed. He purchased three acres of land of Benjamin Gervais, as before mentioned, where now stands the St. Paul Fire and Marine building, and put up a log cabin, intended both for a store and dwelling. He was shrewd and energetic, and was soon the representative man in the settlement. He was appointed a justice of the peace, held thereafter quite a number of local offices, and became in time the first postmaster of St. Paul, duly appointed by the President.

Miss Harriet Bishop, who came here in July, 1847, from Vermont, and was

THE FIRST SCHOOL TEACHER

in St. Paul, subsequently published a work in the city of New York, giving therein an account of her life and experience, etc., in St. Paul and Minnesota. The work was entitled "Floral Homes." Speaking of Henry Jackson, she says :

"No improvements had been made here when Henry Jackson, with his young wife, landed in 1841, beneath the towering bluffs from one of the steamers. It was midnight—dark and rainy. Jackson put up a cabin, near the terminus of Bench street, overlooking the river at the lower landing. The original room of the cabin was 12x15 feet, but minus windows, doors, or floors, and there they set up house-keeping. But improvements were soon made, the cabin was enlarged by other rooms with floors and plastered walls, and white siding concealed the logs."

During the winter of 1843, John R. Irvine of Dansville, New York, but who had been a trader at Prairie du Chien, came to St. Paul in a sleigh with a load of goods for sale, and so well pleased was he with the

locality that he removed here with his family. He purchased of Joseph Rondo about 300 acres, and on it was a log cabin, which stood on a site now about the corner of Third and Franklin streets. He made some repairs and improvements, and resided there with his family for several years. It was in Mr. Irvine's family Miss Harriet Bishop first found a home, on her arrival in St. Paul. In her "Floral Homes," respecting this family, she says:

"Upon my arrival, a few log huts composed the town, and three families, the American population. With one of these (Mr. Irvine's), distant from the rest, a home was offered me. This was quite a respectable dwelling, containing three rooms and an attic. The kindness and attention bestowed on strangers in our western settlements are proverbial the world over. A welcome hand, a warm heart, an open cabin, a full board, the best room and the best bed, are sure to greet them."

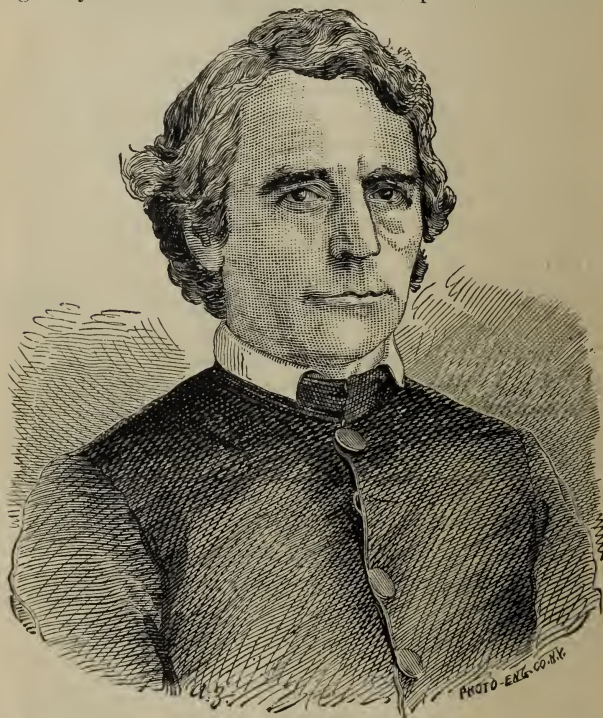
Mr. Irvine dealt very largely in real estate, and in November 1848, deeded to Henry M. Rice, for \$250, the east half of the northwest quarter of section 6, town 28, which afterwards became a part of Rice & Irvine's Addition. Mr. Irvine was, during his lifetime, one of St. Paul's most active and useful citizens, and was a most important factor in the building up of the city. His widow, Mrs. Irvine, is still living on the corner of Rice street and Summit avenue, very much beloved and respected.

THE FIRST CHURCH.

In 1840, the Rev. Lucian Galtier, of the Catholic church, was sent into the upper waters of the Mississippi to look after the spiritual welfare of the whites in that region.

He was a young clergyman recently ordained. After visiting Fort Snelling, he came to St. Paul, and

proceeded to select a suitable spot for a church. After looking the place over thoroughly, he selected the ground which Benjamin Gervais and Vetal Guerin offered jointly to give him, sufficient for a church site, and grounds around for garden and graveyard. This site was near the present intersec-

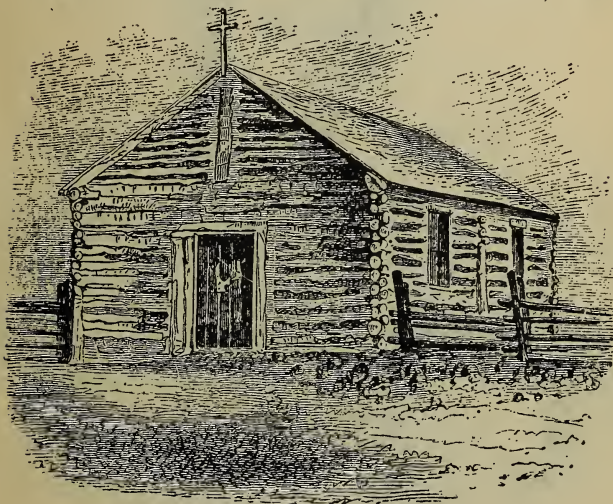


REV. LUCIAN GALTIER,
First Catholic Priest in St. Paul, and who
gave that name to the city.

tion of Third and Jackson streets. In October, 1841, the small church was erected of logs, and on November 1st, of that year, it was opened and dedicated to St. Paul, the great apostle of nations.

Rev. Mr. Galtier expressed a wish at the same time that the settlement should be called St. Paul, and since then it has been known only by that name.

Father Galtier was not a resident of St. Paul, but



THE CHAPEL OF ST. PAUL.

came here at regular periods to preach and administer sacraments. This little chapel, with four small windows, and which was not over 12x15 feet in size, was the nucleus of the settlement. It was subsequently, from time to time, enlarged, and then, when a large brick Catholic church and school were built, this little chapel was left in charge of the Sisters of Charity.

In 1844, Father Galtier was succeeded by Father Ravoux, who preached alternate Sundays at Mendota and St. Paul, until about 1849, when Mendota was made a parish by itself, and St. Paul had the exclusive



REV. A. RAVOUX, V. G.

labors of a priest. Father Ravoux was greatly beloved by his people, and he did a vast amount of good. He is still living, and a resident of St. Paul.

Subsequently, a bishopric was created here, and

Rev. Joseph Cretin was made bishop, and appointed to the charge. In July, 1851, he arrived at St. Paul, accompanied by two priests and three seminarians. Before his arrival Father Ravoux had purchased of Mr. Vetal Guerin twenty-one lots, for \$800, and had



RIGHT REV. JOSEPH CRETIN, D. D.

also purchased, for \$100, the lot on which now stands the cathedral, seeing, as he did, the importance of securing a suitable locality for that purpose.

In less than five months after the arrival of the

bishop, there was erected on block 7, in St. Paul Proper, a brick building 84 feet long by 44 feet wide, three stories and a half high including the basement. The building now stands on the corner of Wabasha and Sixth streets.

It might be pertinent to this subject to say, right here, that the Right Rev. John Ireland came here with his father, Richard Ireland, in 1852, but was sent away for some years to be educated in Europe. He returned here in 1861, was ordained a priest by Bishop Grace, and has since been made a bishop. His influence here and elsewhere is all powerful for good.

The growth of St. Paul from 1841, to 1850, was very slow, so much so, that in 1846 there were only about thirty families here, and nearly all of these were French Canadians and foreigners. Miss Bishop says, in the work referred to previously:

“In the fall of 1847, there were six American families; a few neat frame cottages were erected, and a log cabin with three rooms, which subsequently grew to be the spacious Merchants Hotel. [Old Merchants.] In this log cabin Mr. J. W. Bass opened and kept the first public house, being assisted by his young and accomplished wife. The testimony of all is, that she shone no less the star of her household, than when, at a latter day, she was surrounded by wealth.”

THE FIRST POSTOFFICE

established here, was in April 1846, when a commission as postmaster was received by Henry Jackson.

In 1846, and 1847, several men of influence and character arrived, among whom were William H. Randall, David Faribault, H. D. White, Jacob W. Bass, William H. Forbes, and many others. Mr. Bass arrived in August, 1847, and soon after leased the

building above mentioned, and opened the first hotel, which he called "The St. Paul House." The rent, by lease, was \$10 per month. The name was subsequently changed to the "Merchants Hotel." Mr. Bass was proprietor of the house until 1852, when he sold out. He was appointed postmaster in 1849, to succeed Henry Jackson, and held the office until March, 1853.

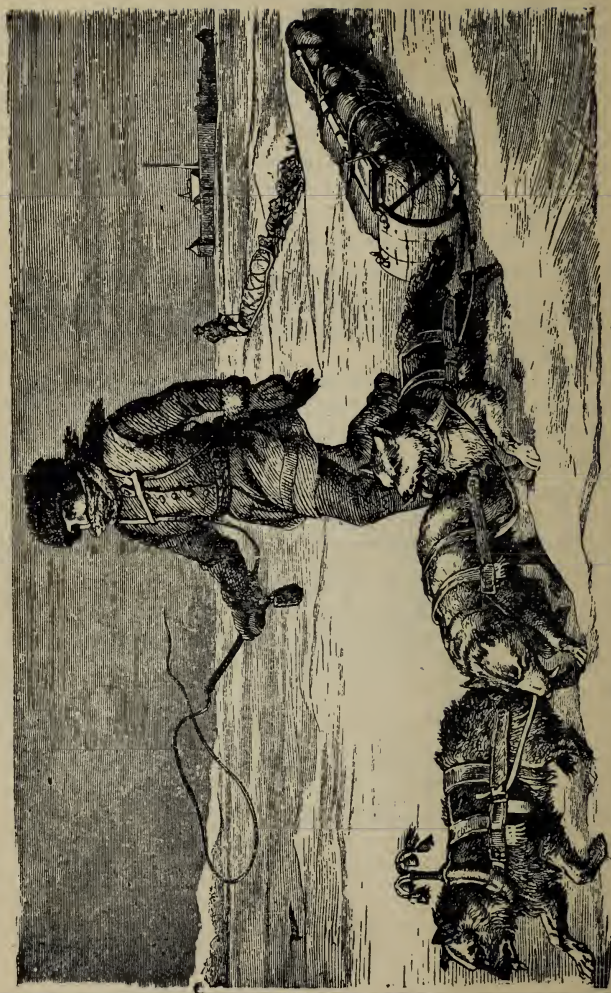
THE FIRST PHYSICIAN AND DRUG STORE.

Dr. John J. Dewey, who came here about the same time as Mr. Bass, was the first regular practicing physician in St. Paul, and opened the first drug store in Minnesota.

In 1848, the state of Wisconsin was admitted into the union, leaving the territory west of it without a government. A convention was called, to meet at Stillwater, and at this convention Gen. H. H. Sibley was elected a delegate to Washington, to urge an immediate organization of the territory of Minnesota. After months of hard labor, his efforts were crowned with success, and the bill creating

THE TERRITORY OF MINNESOTA

and making St. Paul its temporary capital, passed, and was approved March 3, 1849.



WINTER COURIERS OF THE NORTHWEST FUR COMPANY.

CHAPTER IV.

Growth and Prosperity

OF THE SETTLEMENT.

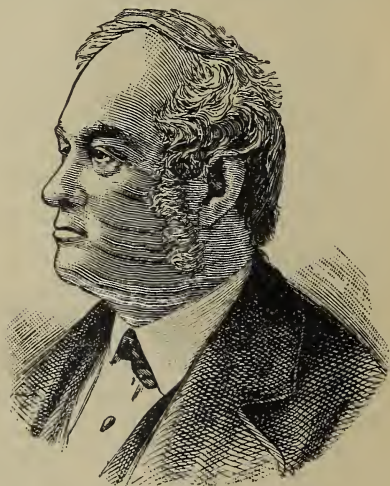
THE territory of Minnesota, the state of Minnesota, and this clean-cut, wholesome, well-managed and prosperous city of St. Paul, have ever been blessed with large-minded, brainy, energetic and enterprising men at the head of the several departments of government. True, St. Paul, during her brief existence has encountered difficulties, panics, storms and set-backs; but storms make good sailors, battles make good soldiers, mountains and rocks make good engineers, and difficulties make heroes.

THE GOVERNMENT OF MINNESOTA TERRITORY was organized by the appointment of Hon. Alexander Ramsey, of Pennsylvania, Governor; Charles K. Smith, of Ohio, Secretary; Aaron Goodrich, of Tennessee, Chief Justice; David Cooper, of Pennsylvania, and B. B. Meeker, of Kentucky, Associate Justices; Joshua L. Taylor, Marshal, and Henry L. Moss, United States District Attorney.

Most of these gentlemen met together in the "St. Paul House," drew up the proclamation announcing the territorial organization of the government, which proclamation was issued the same day, June 1, 1849.

Governor Ramsey and wife commenced housekeeping the latter part of said month of June, in a frame

cottage house which stood on Third street, his office being in the same building. It was afterwards utilized as a hotel, and called the "New England House." Governor Ramsey has held many offices, and is still living in St. Paul, healthy, strong, and greatly respected by all the citizens.



EX-GOV. RAMSEY.

He is at present the president of the Germania bank, and among his sterling qualities he has a way of dealing out volumes of good advice with a brevity that makes it invaluable. The following good item respecting him, was taken from a recent issue of the Globe:

"He was met the other day by a rising and aspiring genius, who inquired as they shook hands, 'Governor, how do you manage to retain so much vigor in your old age? I

wish you would give me your recipe for health and prosperity.' The governor drew a big draught of ozone into his broad chest and replied: 'Young man, as you grow older, *put more water in your whiskey.*' "

In October, 1850, Miss Fredrika Bremer, the well-known Swedish authoress, visited St. Paul, and subsequently wrote a book entitled "Homes of the New World," in which she describes St. Paul very fully. She says :

"Scarcely had we touched the shore, when the Governor of Minnesota and his pretty, young wife came on board and invited me to take up my quarters at their house. And there I am now, happy with these kind people, and with them I make excursions into the neighborhood. The town is one of the youngest infants of the Great West, scarcely eighteen months old, and yet it has increased in a short time to a population of 2,000 persons, and in a few years it will certainly be possessed of 22,000, for its situation is as remarkable for beauty and healthiness as it is advantageous for trade. * * * The drawing-room at Gov. Ramsey's house is also his office, and Indians and work people and ladies and gentlemen, are all alike admitted. In the meantime Gov. Ramsey is building a handsome, spacious house upon a hill a little out of the city, with beautiful trees around it and commanding a grand view of the river. * * * The city is thronged with Indians. The men, for the most part, go about grandly ornamented, with naked hatchets, the shafts of which serve them for pipes. They paint themselves so utterly without any taste, that it is incredible."

Another prominent person who came here about this time was

HON. HENRY M. RICE,

who is still residing here, and is now one of our most honored and respected citizens, and though past his

three-score and ten years, he walks as erect as an Indian, and is full of life and energy. Mr. Rice came to Fort Snelling in 1840, from Vermont, his native state. He became engaged in trade with the Indians, and acquired a thorough knowledge of their manners and customs. St. Paul being a good point for the reception of his goods, he spent much time here, and in 1848, purchased a portion of the land owned by Mr. Irvine, for \$250, which became a part of Rice & Irvine's addition, as previously stated. It is now worth millions. Mr. Rice built hotels, warehouses and business blocks in his addition, influenced others to invest here, and bent his whole energies to the development of the city. He went to Washington, and by his influence and efforts materially aided Gen. Sibley in securing the passage of the bill for the organization of the territory. He was a great friend of the Indians, protected their rights, and through his influence, many treaties were effected with them, beneficial to themselves, as well as advantageous to the government. He has ever been most liberal with his means, he has donated lots to several churches and public institutions, gave Rice Park to the city, and to an institution in Rice county, gave a large portion of his valuable library.

Now right here we cannot omit giving a specimen of Mr. Rice's generosity, which illustrates his character in its true light. We find it in the work of J. Fletcher Williams, already referred to, and we quote from the book:

"In 1849, Hon. H. M. Rice gave (without consideration) to Billy D. (meaning Wm. D. Phillips) several lots, one being on upper Third street, about a square below the American House. Mr. Rice told him to make out the deed and he would sign it; which was done. But let it be re-

corded, as an instance of mean ingratitude, that Billy subsequently brought a claim against Mr. Rice of \$5, *for making out the deed*, and Mr. Rice paid it. One lot Billy sold in 1852, for \$600."

Now this William D. Phillips was a young lawyer in St. Paul at this time, and he is the very person Judge Flandrau referred to, and mentioned in his



HON. H. M. RICE, 1870.

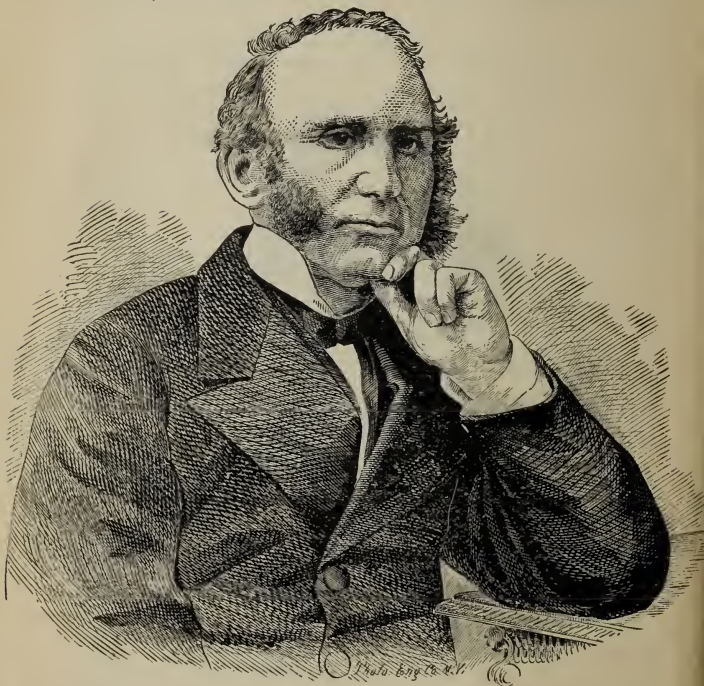
address before the Bar Association, in March, 1887, as having been indicted by the grand jury for assault, and fined \$20.

Another familiar face that is often seen in the rooms of the Historical Society, and on the streets of St. Paul is the

REV. E. D. NEILL, D. D.,

who arrived in this city in the spring of 1849, and took immediate steps to organize a Presbyterian church.

The church structure erected through his efforts stood on Washington, near Fourth street. It was burned in 1850, and re-built on a site corner of Third and St.



REV. E. D. NEILL, D. D. 1875.

Peter streets. It was the first Protestant church erected in Minnesota.

In 1855, he organized the House of Hope, and was its pastor for several years. He has given much attention to literary and educational matters, and is the

author of many valuable historical works. He has held many public offices, was secretary of the board of education, and superintendent of schools for many years, was the Chancellor of the State University, President of Macalester college, and was appointed consul to Dublin by President Grant, and resided there two years. In June, 1861, he was appointed chaplain of the Minnesota Volunteers, and served in that capacity for about two years. He has founded several institutions of learning, and, although sixty-five years of age, he is still an active worker in every good undertaking, but devotes his time mostly to literary pursuits.

Another old pioneer still residing here is

GENERAL H. H. SIBLEY,

who was born in Detroit, Mich., in 1811. In 1829, he went to Mackinac and entered the service of the American Fur Company as clerk, where he remained until 1834, when he was admitted as a partner, and sent to take charge of the fur trade above Lake Pepin, with headquarters at Mendota, where he arrived in November of that year. In 1836, he built the first private stone building in the state, at Mendota, which is still standing. He was elected a delegate to congress in October, 1848, from what then was considered Wisconsin Territory, and through his efforts and influence the bill to organize Minnesota Territory was passed. In 1849, he was elected as a delegate from Minnesota Territory, and re-elected in 1850. He subsequently held many offices, and was the first governor of the state after its organization. In August, 1862, he was appointed by Gov. Ramsey commander of the military forces sent to quell the Sioux outbreak. He at once took active measures to defeat the Indians and release

the captives held by them, which he most successfully accomplished, taking over 2,000 Indians as prisoners.

For gallant services he was commissioned a brigadier general, and continued for some time as commander of the military forces of the state. He took command of several expeditions to Devil's Lake and the Missouri river, in 1863, for the purpose of putting down the hostile Sioux, which he succeeded in doing.



GEN. H. H. SIBLEY, 1865.
From a steel engraving.

In November, 1865, he received a commission as major-general for "efficient and meritorious services." Since then he has held numerous offices of trust, and is still living in St. Paul, beloved by all.

But while we rejoice that Gen. Sibley and many others of the old pioneers are still living among us,

we have to mourn the sudden death of two of this class since the commencement of the year. We refer to Commodore N. W. Kittson and J. W. McClung, both strong, representative business men. Their deaths have not only been a great bereavement to their families, but a severe loss to the community and the whole state.

NORMAN W. KITTSOON

was born at Sorel, Lower Canada, March 5, 1814. In May, 1830, he came to the Northwest as an employe of the American Fur company. In 1834, he went to Fort Snelling, and was engaged in the sutler's department until 1838. In 1839 he engaged in business on his own account as a fur trader, just above Fort Snelling, where he remained until 1843, when he became a special partner in the American Fur company, making his headquarters at Pembina, and commenced buying furs there, and shipping them in Red River carts to Mendota. Thereafter a very large trade sprung up, and in a few years a very extensive business was carried on between St. Paul and the Red River settlement. In 1854, the firm of Forbes & Kittson was established in St. Paul, to carry on the general Indian trade supply business, and Mr. Kittson came here, during that year, to reside permanently. He, however, owned property here in 1843, and spent much time here prior to 1854. What is now known as Kittson's Addition was purchased by him in 1843, and was laid out as such addition in 1851.

He was elected a member of the council of the Legislature from the Pembina district in 1851, and re-elected in 1853. In order to attend these sessions in mid-winter, he was compelled to walk on snowshoes the whole distance, or ride in a dog-sledge, which was

a trip of much exposure and danger. In 1858, he was elected mayor of St. Paul, but has since avoided a public life. After the dissolution of the firm of Forbes & Kittson, in 1858, Mr. Kittson continued the business and the Red River trade until 1860. He soon after became the agent of the Hudson's Bay Company, and established a line of steamers and barges on the Red River. He subsequently became connected with Mr. J. J. Hill in the creation and starting of the St. Paul & Pacific Railroad Company, now the Manitoba system, and also was connected with other enterprises, all of which were most successful. In later years he turned his attention to the breeding of horses and the development of racing stock, and Kittsondale, lying in the midway district of St. Paul, became a centre for fine stock. He left a large estate, and a family of four girls and seven boys. He died suddenly May 10, 1888, while at supper on a railroad train, on his way from Chicago to St. Paul.

JOHN W. MCCLUNG

was born at Maysville, Kentucky, November 21, 1826. He studied law and commenced practice at Maysville, which he continued there until 1855, when he came to St. Paul, and engaged in the law and real estate business. He held many offices, and has worked for the interests of the city, and has been an important factor in her development. He died on Sunday morning, 27th May last, from some disease of the heart.

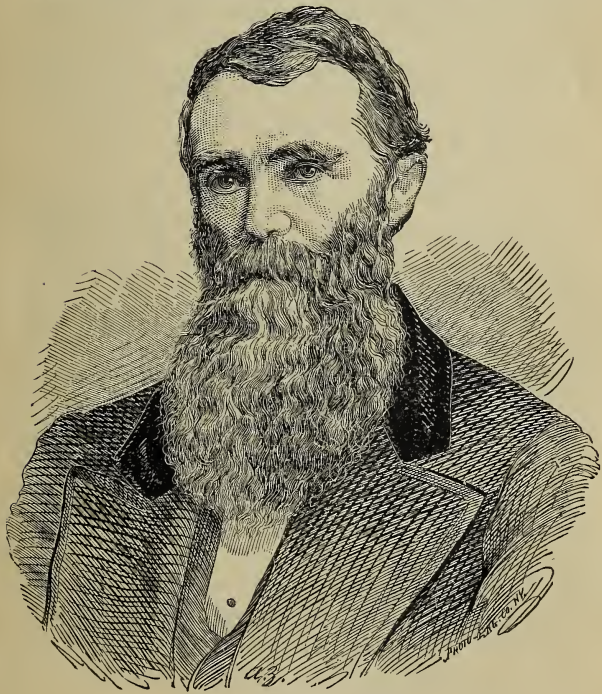
AT THE FIRST TERRITORIAL ELECTION,

which took place August 2, 1849, under the proclamation of the governor, and after the division of the territory into districts, William H. Forbes and James McBoal were elected councillors for St. Paul, and B. W. Brunson, P. K. Johnson, Henry Jackson and Dr.

Dewey were elected representatives for this district. At the same time Gen. H. H. Sibley was elected to congress.

FIRST LEGISLATURE MEETS IN A HOTEL.

On Monday, September 3, 1849, the first session of



JOHN W. McCLUNG, 1870.

the legislature assembled in the capitol, to-wit, in the Central House, a boarded log structure on Bench street, then kept as a hotel by Robert Kennedy. It was on

the bank of the river, and a pole with a small national banner waving therefrom marked the Headquarters of the Territorial Government. The Rev. E. D. Neill opened the session with prayer, and Gov. Ramsey delivered his first message in the dining hall, the members sitting on old chairs and rough board benches. Ex-Gov. Marshall was a member of this legislature from the St. Anthony district, where he then resided. The question was then first raised about the location of the capital, and Gov. Marshall urged strongly its removal to St. Anthony.

HON. WILLIAM R. MARSHALL

removed from St. Anthony to St. Paul in 1851, and opened the first iron store in this city. He is a native of Missouri, and was born in 1825. He disposed of his store, and subsequently went into the banking business, and became also proprietor of a leading daily paper. In 1862, he became lieutenant-colonel of the Seventh regiment, was in active duty and in several severe engagements. Being commissioned as colonel, he went South, and was assigned to the Sixteenth army corps, and continued in active service until the close of the war, having been breveted a brigadier-general. He was elected governor of Minnesota in 1865, and re-elected in 1867 for another term, and has since held many public offices, and proved himself a most capable and faithful official. He is a prominent member of the Swedenborgian, or New Jerusalem church, of which Rev. Mr. Mitchell is the pastor. Gov. Marshall is still living in St. Paul, as vigorous and energetic as ever.

Among the many acts of the Legislature of 1849, was one creating Ramsey county, naming it in honor of the governor, and making St. Paul the county

seat. St. Paul was also incorporated as a township.

The limits of the corporation included all the land contained in the *original plat of the town*, made by Ira Brunson, *together with Irvine & Rice's Addition*. The original plat as surveyed and laid out by Mr. Brunson in 1847, contained only about ninety acres, which was afterwards known as "St. Paul Proper." It embraced a portion of what is now the most thickly settled and business portion of the city. The act of incorporation was approved November 1, 1849.

THE FIRST ELECTION FOR COUNTY OFFICERS

took place November 26, 1849, and the following persons were elected:

Register, Dr. David Day; Sheriff, C. P. V. Lull; Treasurer, F. W. Simpson; Commissioners, Louis Robert, B. Gervais, and R. P. Russell; Judge of Probate, Henry A. Lambert.

At the close of 1849, the mercantile business of the year was estimated at \$131,000, of which \$60,000, were for groceries. St. Paul, at this time and during the season of 1850,

WAS GROWING RAPIDLY,

and there was a perfect rush of immigrants and strangers. The steamboat "Highland Mary," which arrived on April 19th, brought 500 passengers, and they were obliged to put up with such accommodations as they could find; town lots went up with a rush, and log cabins and shanties were in great demand.

There were twenty-five marriages in Ramsey county for the year ending June 1, 1850, and probably as many births.

The first town election took place May 6, 1850, and Dr. Thomas R. Potts was elected President; Edmund

Rice, Recorder, and William H. Forbes and four others, Trustees.

POPULATION IN 1850.

The census of 1850, when taken, showed :

Males and Females in the county.....	2,197.
No. of Dwellings " "	384.
No. of Acres improved "	458.
Population of St. Paul	1,294.
No. of Families in "	257.

It should be considered that Ramsey county, at this time, included St. Anthony.

COURT HOUSE AND JAIL.

Vetal Guerin, having transferred to the county a square of land for the site of a court house and jail, and the plan of the former having been perfected, it was commenced in November, 1850, and completed the following year.

It stood near the corner of Wabasha and Fourth streets, and has recently been removed to make way for the new city hall and court house, the beautiful stone building now being erected on its site. The old jail was built some months afterwards. It was an old log building, weather-boarded, and was the first jail built in Minnesota. It was used until 1857, when another was built in its place.

During the season of 1850, 102 steamboats arrived with passengers and freight. They have decreased somewhat in these latter days.

STAGE LINES.

The first stages ever run in the territory were run by Willoughby & Powers, in the spring of 1849. They commenced with a span of horses and a two-seated open wagon, and made trips between St. Paul and St. Anthony, daily. In the fall of that year, they put on a four-horse team, with an open spring wagon capable

of accommodating fourteen passengers. Subsequently they started a line to Prairie du Chien, via Stillwater. They continued this route during four winter seasons, and also ran a direct line to Stillwater and back. In 1851, they put on the first Concord coach ever run in Minensota. The coaches of this line were painted red, and it was called the "Red Line." In 1852, another firm put on opposition coaches to St. Anthony, painted yellow, and called the "Yellow Line." These opposition lines created quite an excitement in their manner of doing business, and in the means they made use of to secure passengers.

Willoughby & Powers reduced their fare to 50 cents, then to 25 cents, and even down to 10 cents; and the Yellow Line did the same. Another opposition line commenced running to Stillwater. Willoughby & Powers also did a large livery business, and their stables were on Robert street near Fourth. They sold out their business in 1856, to Pattison, Benson & Co.; the opposition Yellow Line also sold out their business to Alvaren Allen and Charles L. Chase, who extended their lines to the upper Mississippi, carrying the mails.

After two or three years Messrs. Allen & Chase consolidated with the J. C. Burbank and Russell Blakeley's line, which had been operating in other directions, thus forming a co-partnership under the name of

THE MINNESOTA STAGE COMPANY,

of which Mr. Burbank was the general manager, and Col. Allen the superintendent of stock and running arrangements.

In 1860, Col. John L. Merriam, who had been connected with Mr. Burbank in the forwarding business,

purchased the interest of Allen & Chase in the stage company, and for several years thereafter the business of the Minnesota Stage company, and also of the express business, was conducted by Burbank, Blakeley & Merriam, who were co-partners in the business. Previous to this

CAPT. RUSSELL BLAKELEY

had been a steamboat man. At first he was clerk on the steamboat "Argo," which ran from Galena to Mendota and Fort Snelling. In 1847, the "Argo" was sunk, and the steamer "Dr. Franklin" was purchased and put on the next season, and a part of the time Mr. Blakeley acted as captain. In 1853, he took command of the "Nominee," and of the "Galena," in 1854. She was the favorite packet, which was burned Red Wing, in 1858.

In 1855, Capt. Blakeley became the agent of the packet company at Duluth, and subsequently purchased an interest in the Northwestern Express company, the firm being J. C. Burbank & Co. Since 1856, Mr. Blakeley has been largely interested in many business organizations in St. Paul, to which city he removed at that time. He has been and still is a prominent member of the community, and is at the present time the president of the Chamber of Commerce.

J. C. BURBANK

Came to St. Paul in 1850, and subsequently started a small express business between Galena and St. Paul, in connection with the American Express Company, which ran only to Galena. Mr. Burbank for some time found this business of little profit, and up-hill work, and was for two or three years, his own messenger, as he could not afford to pay any other, the business

being very light. But he persevered, and it proved in time a very successful venture, for from this small beginning, arose in 1854, the Northwestern Express Company, composed of Messrs. Burbank and Whitney; to this they soon added the stage business, which constantly increased, and after the new firm was formed in 1860, assumed gigantic proportions. In the winter of 1865, they worked over 700 horses, and employed over 200 men.

HON. EDMUND RICE,

our present representative in the congress of the United States—to which office he has been elected from March 4, 1887, to March 4, 1889—was also one of our old pioneers. He was born in Vermont, in 1819, selected the legal profession, and was admitted to practice in Michigan, in 1842. He held several offices in that state, served in the Mexican war as lieutenant of volunteers, and arrived in St. Paul in July 1849. He again resumed the practice of law in this city, and became a member of the old law firm of Rice, Hollinshead & Becker. In 1855, he abandoned the practice of law, and soon thereafter became president of a railroad company, and has since been president of several other companies, and has assisted greatly in perfecting the railroad system. He has been a member of the legislature at various times, and was the mayor of St. Paul when elected to congress. He has done much in aiding to build up our city, and has thrown his money and his influence in that direction. As a politician he has been most honorable and very popular.

ST. PAUL INCORPORATED A CITY.

In 1854, St. Paul was incorporated a city, and the act of the legislature was approved on March 4th of

that year. Three wards were created, and about 2,400 acres were then embraced within the corporate limits. The first city election under the charter was held April 4th of the same year, and David Olmsted, democratic candidate, was elected the first mayor, securing 269 votes against 238 for Gov. Marshall, the whig candidate. During the summer and fall of 1854, there was a

GREAT RUSH OF IMMIGRANTS,

as many as 500 or 600 arriving in a single day. Real estate was rapidly advancing, corner lots and good building sites were "snapped" up quickly, and there was also a great demand for stores and residences, which were going up as rapidly as possible. This great rush into the city and surrounding country continued the three following years, the packet company estimating that they brought upwards of 25,000 immigrants into the territory in one season. It is recorded that at one time about the middle of May, 1857, twenty-four steamboats were lying at the levee, all crowded with passengers and their baggage. During the season of 1856, there were no less than 838 boat arrivals, of which 216 were steamers running on the Minnesota. (Steamers were then running on that stream.) This surely must have been the

BOOMING TIME FOR STEAMBOATS.

At that time, and during the spring and summer of 1857, real estate speculation became a mania. The city was filled with strangers, tourists, speculators, gamblers, and a floating population frenzied with excitement and growing wild and reckless from the enthusiasm of others around them. Hotels, boarding houses, steamboats and streets were crowded; city lots, acres, and sections were held at enormous prices,

and sales were quickly made. But later on in the year

THE BUBBLE BURST,

and what had gone up like a rocket, came down like a stick, and before the year had closed, these lots and acres and sections had fallen almost beyond the power of resurrection.

True, there was a financial panic all over the country, and all through the great cities of the East, and we do not imagine it was all caused by the *speculative fever in this locality*, just at that particular time. But it certainly was a severe blow—a terrible set-back to St. Paul, and ruin stared hundreds in the face. There was but little money in circulation, and the people began to realize that values were purely fictitious—an imaginary idea of the brain, an inflated day-dream, exciting, pleasant, but most unreal. But our good ship of state finally weathered the storm, and although battered and sorely damaged by this financial cyclone, she came into port with flying colors, and having been fully repaired, was out again under full headway in about two years.

MINNESOTA BECOMES A STATE.

In 1858, Minnesota was admitted as a State of the Union, and on the 24th of May of that year, the state officers took their official oaths.

In the winter of 1874, a bill was introduced in the legislature to change the county line between Dakota and Ramsey counties, so as to annex West St. Paul to this city and county. It was necessary that this proposed change should be voted on by the people, and at the following election the vote was almost unanimous in its favor.

On November 16, 1874, due proclamation having

been made by the governor, West St. Paul became a part of our city, being designated as the sixth ward. By this annexation there were added to the area of St. Paul about 2,800 acres, making a total at that time of 13,583 acres within our city limits, which have since been greatly extended. Tolls, customary to be paid on crossing Wabasha street bridge, were at once abolished, and the crossing since that time has been free to the public.

THE FIRST FOURTH OF JULY CELEBRATION

in this city took place July 4, 1849. Gov. Ramsey was president of the day, H. H. Sibley and H. M. Rice, vice-presidents; Judge Bradley B. Meeker delivered the oration, and W. D. Phillips read the Declaration of Independence. They got up a large procession, marching through the principal streets, and proceeded to a fine grove where Rice Park now is, and there the oration was delivered before a large and enthusiastic audience numbering three or four hundred.

The further particular events will be given, and the growth and prosperity of the city shown, in the following pages, relating to the various departments.

CHAPTER V.

State and County

DEPARTMENTS.

THE CONGRESSIONAL APPORTIONMENT, 1881.

Number of Congressional Districts.....	5
Total Representatives in Congress.....	5
Total Senators in Congress.....	2

U. S. SENATORS FROM MINNESOTA.*

D. M. SABIN.....	From March 4, 1883, to March 4, 1889
C. K. DAVIS	From March 4, 1887, to March 4, 1893

REPRESENTATIVES IN CONGRESS FROM MINNESOTA.*

KNUTE NELSON	From March 4, 1883, to March 4, 1889
THOMAS WILSON	From March 4, 1887, to March 4, 1889
JOHN LIND.....	From March 4, 1887, to March 4, 1889
EDMUND RICE.....	From March 4, 1887, to March 4, 1889
JOHN L. MACDONALD.....	From March 4, 1887, to March 4, 1889

*The general election for senators and representatives in congress and for the electors of the president and vice president of the United States on the years when they are to be chosen (equal to the number of senators and representatives to which this state is entitled in congress) takes place on the first Tuesday after the first Monday in November of each even numbered year. All such officers only are to be elected whose respective terms of office expire the following January.

LIST OF GOVERNORS.

Minnesota Territory.

ALEXANDER RAMSEY.....	June 1, 1849, to May 15, 1853
WILLIS A. GORMAN.....	May 15, 1853, to April 23. 1867
SAMUEL MEDARY.....	April 23, 1857, to May 24, 1858

State of Minnesota.

HENRY H. SIBLEY.....	May 24, 1858, to January 2, 1860
ALEXANDER RAMSEY.....	January 2, 1860, to July 10, 1863
HENRY A. SWIFT.....	July 10, 1863, to January 11, 1864
STEPHEN MILLER.....	January 11, 1864, to January 8, 1866
WILLIAM R. MARSHALL... ..	January 8, 1866, to January 9, 1870
HORACE AUSTIN.....	January 9, 1870, to January 7, 1874
CUSHMAN K. DAVIS.....	January 7, 1874, to January 7, 1876
JOHN S. PILLSBURY.....	January 7, 1876, to January 10, 1882
LUCIUS F. HUBBARD.....	January 10, 1882, to January 5, 1887
*A. R. MCGILL.....	January 5, 1887

*Present governor, elected for two years.

STATE LEGISLATURE.

The Apportionment of 1881.

Number of senatorial districts.....	47
Whole number of senators.....	47
Whole number of representatives.....	103
Total number on joint ballot.....	150

STATE OFFICERS.

Capital, St. Paul.

Office.	Incumbent.	Official Term.	Commencement of Term.
Governor.....	A. R. McGill.....	2 years	1st Tuesday, Jan., '87
Lieut. Governor...	A. E. Rice.....	"	" " "
Secretary of State	Hans Mattson...	"	" " "
State Treasurer....	Joseph Bobleter	"	" " "
State Auditor.....	W. W. Braden ...	"	" " "
Atty. General.....	Moses E. Clapp..	"	" " "

The Following Officers, Appointed by the Governor.

Office.	Incumbent.	When Appointed.
Railroad Commissioners	{ Horace Austin } { John L. Gibbs, } { Geo. L. Becker, }	Jan. 12, 1887.
Supt. Public Instruction.....	D. L. Kiehle.....	Sept. 1, 1881.
Insurance Commissioner.....	Chas. Shandrew.....	Jan. 6, 1887.
Adjutant General.....	F. W. Seeley.....	Jan. 8, 1887.
Public Examiner	M. D. Kenyon.....	March 1, 1888.
State Librarian.....	W. H. H. Taylor...	Aug. 1, 1877.
Dairy Commissioner.....	W. J. Ives.....	Jan. 6, 1887.
Oil Inspector.....	Henry B. Willis.....	Jan. 18, 1887.
Commissioner Labor Statistics	John Lamb.....	Jan. 6, 1887.

The general election for state officers is on the first Tuesday after the first Monday of November of each even numbered year.

MILITARY.—HEADQUARTERS DEPARTMENT OF DAKOTA.

Brig. Gen. Thomas H. Ruger, Commanding.

The headquarters have been removed from Fort Snelling, on the west line of St. Paul, to the commodious army building, erected by the government at a cost of upwards of \$125,000, on property valued at \$100,000, presented to the United States government by the city of St. Paul, and having a frontage on Robert street of 131 feet, and on Second street 117 feet, overlooking the river and West St. Paul. This department is the largest of the United States army, containing one-fifth of the entire forces.

The disbursements made at army headquarters, St. Paul, Minn., for the Department of Dakota for 1887 were:

Quartermaster's Department.....	\$891,619 86
Commissary Department	325,000 00
Engineers' Department.....	50,000 00
	<hr/>
	\$1,266,619 86

STATE MILITARY FORCES.

Gov. A. R. MCGILL.....Commander in Chief.

General Staff.

Brig'r General F. W. Seely.....	Adjutant General
Brig'r General Chr. Brandt.....	Inspector General
Brig'r General H. D. Hicks.....	Judge Advocate General
Brig'r General Thos. P. Wilson.....	Quartermaster General
Brig'r General Wm. Richeson.....	Surveyor General
Brig'r General C. E. Lindberg.....	Commissary General

There are three regiments of ten companies each, also the Emmet Light Artillery, and the St. Paul Cavalry Troop.

STATE AGRICULTURAL SOCIETY.

Within the limits of St. Paul, and about midway between St. Paul and Minneapolis, are the grounds of the State Agricultural Society, covering about 100 acres. The site was formerly known as the "Poor Farm," and it was a gift to the association from Ramsey county. After this gift was made, the legislature of 1885, appropriated \$100,000 for the improvement of the grounds and erection of the necessary buildings thereon. The history of the society runs back to 1855, when it was incorporated as a territorial society, but in 1860, it was incorporated under the name of the "Minnesota State Agricultural Society." From time to time it has held a fair upon the grounds which had been donated, but with no great success until the fall of 1885, when the attendance was enormously large, every part of the state being well represented, and the exhibits being the best and choicest products of field, stable, shop and mill. Other fairs, equally successful, have since been held upon the grounds.

The grounds are well laid out and improved, and, among the structures erected, is the elegant main building, 306 x 242 feet, forming a cross, and surmounted by an immense spherical dome. Its style is ornate

and solid, brick and glass being united in its construction. Among the other buildings are Machinery Hall, Dairy Hall, Art Gallery, Stock Barns, Amphitheatre, and others too numerous to mention.

The present officers are: President, W. R. Merriam; Secretary, H. E. Hoard.

STATE HORTICULTURAL SOCIETY.

Officers: President, Truman M. Smith; Secretary, S. D. Hillman; Treasurer, J. T. Grimes.

STATE HISTORICAL SOCIETY.

The Historical Society was incorporated in 1849, by the first legislature of the territory, its object and purpose being "for the collection and preservation of a library, mineralogical and geological specimens, Indian curiosities, etc., and other matters and things connected with, and calculated to illustrate and perpetuate the history and settlement of said territory." The society intended, as far as possible, to procure and continue a history of the settlement of every town and county in the state, names of first settlers, with sketches of their lives, together with photographs and autographs, copies of original maps relating to the history of the state and any interesting facts relating thereto. The society, in the primitive days of the territory, made but little progress beyond collecting a few books and publishing some pamphlets on historical subjects.

In 1864, the state came to its assistance, and placed it on a sound basis and in a more prosperous condition. Since then it has progressed rapidly, has now apartments in the state capitol, and a fund for its support. Its library is now one of the largest and

most valuable in the Northwest, containing about 15,000 bound books, and about 11,000 unbound volumes, all valuable, carefully selected, and some of them rare old books, worth almost their weight in gold. It has about 1,200 bound volumes of old newspapers, containing more or less of the history of the state since 1849. Within its precincts can also be seen valuable old maps, portraits of pioneers, many old relics of by-gone days, and a museum of curiosities, all of which are open to the public, daily, for use and inspection, in the rooms of the society.

The collections now owned by the society are estimated in value at \$50,000, and the society now own two valuable lots in the city—being a gift from some of its members, on which it is designed sometime in the near future to erect a fire-proof building for its library and museum.

It is under the management of an executive council, which regulates and controls its operations, and is made up from its members. By a statute of the state, the governor and other elective state officers are *ex-officio* members of this council.

All the collections, property and real estate of the society is the property of the state, and is held *in trust* by the society for the use and benefit of the public.

The present officers of the society are: President, Gen. H. H. Sibley; Vice Presidents, Hon. Alexander Ramsey, Capt. R. Blakeley; Secretary and Librarian, J. Fletcher Williams; Treasurer, Henry P. Upham.

The secretary, Mr. Williams, has long been connected with the society—a most agreeable gentleman, thoroughly posted on every subject and event connected with the early history of the state and the city; most courteous and gentlemanly in his interviews

with visitors, he is certainly the right man in the right place, and to him is attributable in a great measure the present prosperous condition of the society.

OLD SETTLERS' ASSOCIATION OF MINNESOTA.

This association was organized February 27, 1858, and all are eligible to membership who were residents of the state at, or prior to 1850. The headquarters of the association are in the capitol, and its annual meeting is held June 1st of each year, and they have an annual banquet at the Merchants Hotel

The present officers of the association are: President, Dr. David Day, of St. Paul; First Vice President, Roswell P. Russell, of Minneapolis; Second Vice President, Jeremiah Mahoney, of Minneapolis; Recording Secretary, A. L. Larpenteur, St. Paul; Corresponding Secretary, J. F. Williams, St. Paul; Treasurer, Dr. J. H. Murphy, St. Paul; Obituary Committee, Gen. H. H. Sibley, W. H. C. Folsom, W. R. Marshall, J. D. Ludden, J. F. Williams.

STATE REFORM SCHOOL.

This is one of the most useful institutions of our state, and it originated mainly through the personal and persevering efforts of our fellow-townsmen, I. V. D. Heard, who was, in 1865, city attorney. As such officer, it was frequently his duty to prosecute young boys for theft and other minor offences. From his thorough knowledge of the character of the boys, and his realization of the fact that there was a constantly increasing depravity among them, it became with him a serious problem how, or in what manner, they could be punished, so as to improve their character and ultimately better their condition, instead of being made

more depraved and hardened. After serious reflection, he came to the conclusion that there should be an institution established to which they could be sent, where, during their term of punishment, they would be surrounded by good moral influences, and receive such attention and instruction as would tend to elevate them, and be in every way beneficial to them.

In November, 1865, Mr. Heard sent to the common council a communication on the subject, urging the necessity for a juvenile reformatory. The matter was referred to a special committee, who reported favorably. In 1866, a bill to that effect was introduced in the legislature, and an act was passed establishing "The House of Refuge," and appropriating for the purchase of grounds, etc., in Ramsey county, the sum of \$5,000, provided the city of St. Paul would appropriate a like sum. This the city was willing to do, and Gov. Marshall appointed a board of managers, but this board never organized, by reason of some imperfection being found in the law. But in 1867, the legislature amended the original bill, correcting the errors of the former one, and Mr. D. W. Ingersoll became the president of the board of managers, upon its organization.

In November of that year, they purchased thirty acres of land, then just outside the city limits, called the "Burt Farm" for \$10,000, including the buildings thereon, St. Paul paying \$5,000, and the state \$5,000. Subsequently, in 1870, thirty-three acres more were purchased and added to it. The institution was opened for inmates January 1, 1868, and the legislature of that year changed its name to that of

"THE MINNESOTA STATE REFORM SCHOOL," and vested the ownership of the property in the state. In 1869, the legislature made another appropriation

of \$15,000, and funds coming from other sources, all necessary buildings were erected, to-wit:—a workshop three stories high, costing \$9,000; a laundry building, costing \$6,000; an engine-house, with two Otis steel boilers, costing \$2,000; and many other buildings and improvements.

The number of inmates the first year was 36, but thereafter constantly increased, and during the year ending August 1, 1886, the number was 297.

The value of the property, real and personal, in 1887, was estimated at about \$95,000.

Board of Managers.—President, D. W. Ingersoll, St. Paul; Vice-President, C. P. Pettit, Minneapolis; F. A. Husher, Minneapolis; W. P. Murray, St. Paul, Superintendent, J. W. Brown; Secretary, F. McCormick; Treasurer, Second National Bank.

COUNTY DEPARTMENT.

Present County Officials.

Office.	Incumbent-	Term Years	Com't of Term	Salary.
Auditor.....	M. F. Kain.....	2	1st Tu. of Jan, '87	\$8,500
Treasurer.....	F. A. Renz	2	" " "	8,300
Sheriff.....	Fred Richter.....	2	" " "	Fees
Register of Deeds...	M. J. Bell.....	2	" " "	Fees.
Judge of Probate...	E. Stone Gorman	2	" " "	6,000
County Attorney...	J. J. Egan	2	" " "	5,500
Surveyor.....	H. S. Potts.....	2	" " "	Fees.
Coroner.....	J. A. Quinn.....	2	" " "	Fees.
C'l'k District Court	R. T. O'Connor..	4	" " " Fe	es & 700
Supt. of Schools.....	H. G. Blake.....	2	" " " '86	600
Court Comm'r.,.....	Moritz Heim.....	4	" " " "	Fees.
Assessor.....	J. I. Beaumont..	2	" M'ch 10, '87	*9,000
Abstract Clerk.....	M. R. Murnane...	2	" M'ch 1, '87	3,000
County Physicians	Arthur B. Ancker	2	3,500
7 County Commiss	ioners, including	the	Mayor	100

*Assessor, \$9,000 even years and \$8,000 odd years.

County Physician is appointed by Board of Control.

The Mayor of St. Paul is *ex-officio* chairman of the Board of County Commissioners.

Election day is the first Tuesday after the first Monday in November of every even numbered year, and it is to be known as the "general election," when all the state and county officers, justices of the supreme court and district courts, and members of the legislature and representatives in congress are to be elected.

THE BOARD OF CONTROL

For City of St. Paul and Ramsey County.

This board has the administration of the affairs of the city and county Hospital, Ramsey County Alms-house, and the Department of Outside Aid, or outdoor relief.

The Board of Directors are:—J. J. O'Leary, Chairman; J. P. Wright, Treasurer; H. Hechtman. Oliver J. Tong, Secretary; Arthur B. Ancker, M. D. City and County Physician. The Secretary receives a salary of \$1200, and the members of the board \$450, each.

The City and County Hospital

is located in the City of St. Paul, and is under the immediate supervision of the physician appointed by the Board of Control. He is held responsible for the good order and discipline of the hospital and the enforcement of all rules. He is to visit the hospital daily, and oftener, if deemed necessary. He is to employ and control all attendants, to be approved by the board, which also fixes the salaries. The total net expenses of the hospital, for fourteen months ending December 31, 1887, were \$15,642.85. The entire number of applicants for admission to the hospital, 1,534. The number admitted, 820. The number of births, 41. The average daily number of patients, 54.

Ramsey County Almshouse.

This is under the care of the Board of Control. The total disbursements from November 1, 1886, to December 31, 1887, were \$11,500.52.

Outside Aid Disbursements.

In this department—also under care of the Board of Control—there is a most rigid system of investigation,

so as to protect tax-payers from imposition, while those deserving obtain relief. The classes to whom assistance is principally given are deserving widows with small children, and worthy families, sick or destitute.

The total amount expended from November 1, 1886, to December 31, 1887, was \$16,736.36.

RAMSEY COUNTY PIONEER ASSOCIATION.

Headquarters at Capitol.

The object of this Society is "To perpetuate the memory of the settlement and primitive days of our city and county, to keep alive the friendships of 'Auld Lang Syne' by frequent social re-unions, to preserve the history of the early times in this locality, and of the persons who bore a share in the struggles, hardships, and privation of frontier life; to properly honor the memory of deceased pioneers, and to assist those members who may be in want, or distress." The association meets annually on the 27th of October. Every citizen of Ramsey county who settled therein prior to May 11, 1858, and who was of age at that time, is eligible to membership, on payment of one dollar and subscribing to the constitution, &c.

Its principal officers are—President, William B. Dean; Secretary, J. F. Williams; Treasurer, Wm. T. Donaldson.



NEW CITY HALL.

CHAPTER VI.

City Government,

JUDICIAL, POSTOFFICE AND CUSTOM HOUSE DEPARMENTS.

HAVING glanced briefly at the departments of the state and county, and some few of the many institutions closely connected with the interests of the city, let us now return to the subject-matter of the work, the city itself, its government, judiciary, etc.

CITY OFFICIALS.

Office.	Incumbent.	Term Years	Term expires.	Salary.
Mayor	Robert A. Smith	2	1st Tu. May '90	\$1,000
City Treasurer.....	George Reis.....	2	" " "	2,900
Comptroller	John W. Roche..	2	" " "	3,500
Corporation Att'y	W. P. Murray..	2	March 1889	5,000
City Clerk.....	T.A. Prendergast	4	June 1891	1,750
City Engineer.....	L. W. Rundlett..	3	March 1890	5,000
Comm'r of Health.	Henry F. Hoyt..	4	March 1891	2,500
Ass't " " "	A P Hendrickson	4	" " "	1,500
Building Inspector	Gates A Johnson	4	January 1890	3,000
Chief of Police.....	John Clark.....	App'ted by Mayor		3,500
Chief of Fire Dep't	John T. Black...	App'ted by Fire Com.		3,500

BOARD OF COMMON COUNCIL.

President of Council—William Bickel. Vice-President of Council—W. H. Sanborn.

John Blom
Walter Bock.
O. O. Cullen.
P. Conley
Jno. Fischer.
J. F. Gehan
Wm. Hamm.
P. T. Kavanagh

Matt. Leithauser.
Jos. Minea.
James Melady.
R. V. Pratt.
D. M. Sullivan.
Henry Weber.
Anthony Yoerg, Jr.
T. A. Prendergast, City Clerk.

Standing Committees.

There are fourteen standing committees of the common council, to wit:

Ways and Means—Ald. Sullivan, Sanborn, Hamm.

Claims and Accounts—Ald. Pratt, Sanborn, Fisher, Blom, Minea, Cullen, Conley.

Fire Department—Ald. Sanborn, Leithauser, Weber, Bock, Minea, Kavanagh, Gehan.

Streets, Sewers and Bridges—Ald. Yoerg, Sullivan, Sanborn, Cullen, Blom, Hamm, Gehan.

Taxes—Ald. Minea, Weber, Leithauser.

Printing—Ald. Cullen, Blom, Melady.

Police—Ald. Fischer, Yoerg, Blom, Conley, Bickel.

License—Ald. Kavanagh, Weber, Leithauser.

Public Buildings, City Property and Markets—Ald. Leithauser, Yoerg, Cullen.

Ordinances and Public Accounts—Ald. Weber, Pratt, Hamm.

Gas and Water—Ald. Bock, Pratt, Conley.

Parks—Ald. Conley, Fischer, Sullivan, Yoerg, Melady.

Workhouse—Ald. Gehan, Bock, Blom.

Legislation—Ald. Hamm, Sullivan, Kavanagh, Pratt, Minea, Fischer, Leithauser.

The Aldermen are all elected for two years, and the

council meets the first and third Tuesdays of each month in the City Hall.

EXECUTIVE DEPARTMENT.

Robert A. Smith, Mayor; John W. Roche, Comptroller; George Reis, Treasurer; Wm. P. Murray, City Attorney; Thos. A. Prendergast, City Clerk; L. W. Rundlett, Engineer; Henry F. Hoyt, M. D., Health Officer; Noah Sink, Market Master.

COMMISSIONERS OF INTEREST AND SINKING FUND, include the Mayor, Treasurer, Comptroller, President of the Council, and Chairman of Ways and Means. By the re-districting of the city under the new charter, the number of wards was increased to eleven, and the number of aldermen to seventeen. Each ward elects one member of the council, and the remaining six members of that body are elected on a general ticket running throughout the city at large. No alderman can hold any other city, county or state office. The biennial system is adopted in municipal elections. The election, takes place on the first Tuesday in May, every even year.

LIST OF THE MAYORS OF ST. PAUL.

1854—David Olmstead.	1868—Dr. J. H. Stewart.
1855—Alexander Ramsey	1869—J. T. Maxfield.
1856—George L. Becker.	1870—William Lee.
1857—John B. Brisbin.	1872—Dr. J. H. Stewart.
1858—N. W. Kittson.	1875—J. T. Maxfield.
1859—D. A. Robertson.	1878—Wm. A. Dawson.
1860—John S. Prince.	1881—Edmund Rice.
1863—J. E. Warren.	1883—C. D. O'Brien.
1864—Dr. J. H. Stewart.	1884—Edmund Rice.†
1865—John S. Prince.	1887—Robert A. Smith,*
1867—George L. Otis.	

CITY TREASURERS.

1854—59—Daniel Roher.	1870—73—M. Esch.
1859—64—Charles A. Morgan	1873—82—F. A. Renz.
1864—66—C. T. Whitney.	1882—88—George Reis.
1866—70—N. Gross.	1888— —George Reis.*

†Resigned. *Present incumbent.

COMPTROLLERS OF CITY.

1854-56—F. McCormick.	1859-63—Wm. Von Hamm.
1856— —G. W. Armstrong	1863— —C. H. Lienau.
1857— —A. T. Chamblin.†	1864— —Henry Schiffbauer
1857— —S. Hough.†	1865-88—John W. Roche.
1857— —T. M. Metcalf,	1888-- —John W. Roche.*

CITY ATTORNEYS.

1854— —D. C. Cooley.	1861-65—S. M. Flint.
1855— —J. B. Brisbin.	1865-67—I. V. D. Heard.
1856— —I. V. D. Heard.	1867-69—Harvey Officer.
1857-- —C. J. Pennington.†	1869-76—W. A. Gorman.
H. J. Horn.	1876-88—W. P. Murray.
1860— —S. R. Bond.	1888-- —W. P. Murray.*

CITY CLERKS.

1854-56—Sherwood Hough.	1862-66—K. T. Friend.
1856-58—L. P. Cotter.	1866-68—B. W. Lott.
1858-- —A. J. Whitney†	1868-70—John J. Williams.
Isaac H. Conway.	1870-79—M. J. O'Connor.
1859-61—John H. Dodge.	1879-88—T. A. Prendergast.
1861-- —L. P. Cotter.	1888-- —T. A. Prendergast.*

JUDICIAL DEPARTMENTS—FEDERAL COURTS.

United States Circuit Court,

Custom House Building.

Convenes third Monday in June and second Monday in December.

Judges—Hon. Samuel F. Miller, Associate Justice U. S. Supreme Court, Hon. David J. Brewer, Circuit Judge, and Hon. R. R. Nelson, District Judge.

Oscar B. Hillis, Clerk; W. M. Campbell, U. S. Marshall; Ambrose Tighe, Wm. A. Spencer and J. J. McCafferty, U. S. Commissioners.

United States District Court,

October Term in Custom House Building.

Convenes at Winona, first Monday in June, and at St. Paul, first Monday in October.

*Present incumbent. †Resigned.

District Judge, Hon. R. R. Nelson; W. A. Spencer, Clerk; George N. Baxter, District Attorney; W. M. Campbell, U. S. Marshall; Albert Edgerton, Register in Bankruptcy.

STATE COURTS.

Supreme Court.

Capitol Building.

The supreme court meets on the first Tuesday of April and October of each year at the capitol.

Chief Justice—James Gilfillan, of St. Paul. Associate Justices—L. W. Collins of St. Cloud; Daniel A. Dickinson, of Mankato; William Mitchell, of Winona; and Charles E. Vanderburg, of Minneapolis. Clerk—John D. Jones, of Long Prairie Deputy Clerk—J. L. Helm, of Lu Verne. Reporter—George B. Young, of St. Paul. Marshal—K. N. Guiteau, of Farmington.

The District Court,

For the Second Judicial District—Ramsey County.

The regular terms of this court are on the second Tuesday of January, first Tuesday in May, and last Tuesday in September, of each year, special terms every Saturday.

Judges—Wescott Wilkin, H. R. Brill, Orlando Simons, and William L. Kelly, all of St. Paul.

Clerk—R. T. O'Connor.

The term of office of all these judges expires January 1, 1890, excepting Judge Kelly's, which expires January 1, 1889.

The appointment of all judges in the federal courts is made by the president, by and with the approval and consent of the senate, and they hold their offices during good behavior, and can be removed only on impeachment.

Probate Court,
Held in Union Block.

General term of this court is held on the first Monday of each month, and special terms daily.

Judge of Probate—E. S. Gorman. Clerk—Frank Robert, Jr.

Municipal Court,
Market House, cor. Wabasha and Seventh St.

Criminal cases called daily, and civil cases on every Tuesday.

Judge—Henry W. Cory. Special Judges—Ford and Schoonmaker. Clerk—John J. Ahern

Justices of the Peace.

Frederick Nelson, Wabasha Street. Frank Burgess, Wabasha street.

POSTOFFICE DEPARTMENT.

In April, 1846, after a favorable consideration of the petition previously forwarded to the department at Washington, a postoffice was established here, and at the same time Mr. Henry Jackson was appointed the postmaster, and a commission issued to him in due form. Jackson, with all the dignity of a natural born official, opened the office in his little store, and amply furnished it with a little rough box, which he framed and nailed together with eight-penny nails, the same being subdivided into a dozen or more compartments called pigeon-holes, being properly lettered with white chalk.

Into this he deposited the mail matter when received, which came in from the East about once a month during a portion of the year, and occasionally from the West. This letter-box with its few compartments an-

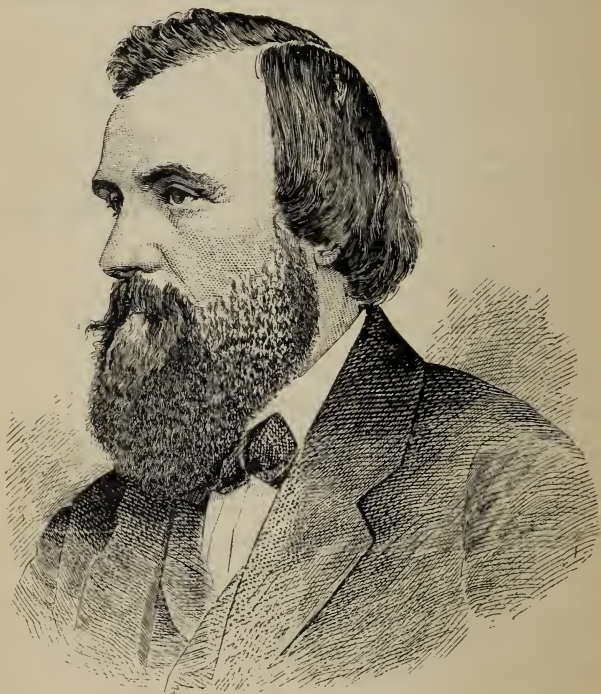
swered every purpose for two or three years, when it gave way to more modern appliances. It is now in the possession of the Historical Society, as a relic of primitive days, and greatly prized as such. (*See Frontispiece*),

In 1849, Mr. Jackson fitted up a new office in a small frame building on Third street, neatly furnished with quite a number of boxes in a case having a glass front, but soon after his removal therein, he was officially be-headed to make way for his successor, Jacob W. Bass, who was appointed postmaster, in July, 1849. The postoffice was then removed to Jackson street, in the rear of the "St. Paul House," of which Mr. Bass was then the landlord—a small addition in the rear having been erected.

In the spring of 1853, under a new administration, Mr. Bass was removed, and William H. Forbes appointed in his place, and the postoffice was again removed to another site on Third street. Under subsequent postmasters it was removed several times, until finally, on February 9, 1873, it found a permanent resting and abiding place in its present comfortable quarters in the Custom House Building, which was then being completed. Mr. J. A. Wheelock was at that time the postmaster, which office he held until July 1, 1875, when he was succeeded by Dr. David Day, who continued in office until January 1, 1888. His term of office having then expired, he was succeeded by Mr. Wm. Lee, who was duly appointed, and who is the present postmaster.

Dr. David Day is one of the old pioneers, having arrived in St. Paul, in the spring of 1849, and at once commenced the practice of medicine, which he continued until 1854, when he started a drug business. He was quite successful, and continued this new bus-

iness until 1866, but in the meantime filling two or three public offices to which he had been elected, among which were those of register of deeds and representative in the legislature. Mr. Day was postmas-



DR. DAVID DAY, 1875.

ter for more than twelve years, and not only gave the greatest satisfaction to the general public, but he made many important and vital changes in the department, which added greatly to its importance and utility.

He has ever been a popular and respected citizen, and, by his energy, sagacity and influence, has greatly promoted the growth and prosperity of the city.

Post Office Business—Comparative Table.

Year.	Number pieces Mail handled.	Net yearly in- come.	Gross yearly in- come.
1880.....	15,375,873	\$73,456,87	\$102,450.22
1881.....	18,555,636	96,197,77	128,156.45
1882.....	25,728,897	132,702.66	173,131.31
1883.....	29,154,027	141,704,28	190,907.36
1884.....	31,952,843	127,977,90	186,571.22
1885.....	34,846,651	134,501,13	200,497.94
1886.....	42,995,791	153 009.08	226,972.28
1887.....	58,663,183	189,017,30	272.181.87
Grand Total Financial Transactions for 1885			\$1 300.6 12.23
“ “ “ “ “ 1886			4,704.382.86
.. “ “ “ “ “ 1887			4.867.845,85

List of Postmasters in St. Paul.

	Commencement of Term.
Henry Jackson.....	April 7, 1846
Jacob W. Bass.....	July 5, 1849
Wm. H. Forbes.....	March 18, 1853
Charles S. Cave.....	March 11, 1856
Wm. M. Corcoran.....	March 12, 1860
Charles Nichols.....	April 2, 1861
Jacob H. Stewart.....	March 14, 1865
Jos. A. Wheelock.....	March 4, 1870
David Day.....	July 1, 1875
William Lee.....	January 1, 1888

CUSTOM HOUSE BUSINESS.

Year.	Value of Dutiable Goods.	Total Duties Collected.
1880.....	\$ 34,770	\$ 13,680.97
1881.....	62,783	26,983.50
1882.....	115,851	41,264.73
1883.....	144,822	60,212.62
1884.....	128,097	60,462.97
1885.....	186,574	78,368.42
1886.....	313,495	139,031.86
1887.....	1,154,718	875,027.51

In addition to the above, there was imported, and received through the Custom House, during the year 1886, merchandise of the value of \$129,167, not subject to duties, and upon which none were paid, and in 1887, merchandise to the value of \$166,819, not subject to, and on which no duties were paid. The collections from the Internal Revenue, for 1887, amounted to \$546,736.52.

A. Bierman, Collector of Customs; John Farrington, Deputy Collector.



CHAPTER VII.

Area of Saint Paul.

PUBLIC WORKS, ETC.

IN 1847, the tract of land known on the map as "St. Paul Proper," was surveyed and laid out by Ira B. Brunson, his brother assisting. It was especially noted for the narrowness of the streets, irregularity of their courses and absence of alleys.

Mr. James M. Goodhue, of the Pioneer, who ever spoke openly, pointedly and fearlessly, and expressed his views boldly on all subjects of interest that arose, always condemned in strong language the execrable manner in which the town was laid out and platted, and in one of his articles written shortly prior to his death. Mr. Goodhue says:

' The projecters of this town appear to have had but the smallest possible idea of the growth and importance that awaited St. Paul. The original plat was laid off in a very good imitation of the old French part of St. Louis, with crooked lanes for streets, irregular blocks, and little skewed-angular lots, about as large as a stingy piece of gingerbread broken in two diagonally; without a reservation fit to be called a public square; without a margin between the town and river; without preserving a tree for shade; without permanent evidences of boundaries made by the survey. In fact, it was a survey without measurement, a plan without

method, a volunteer crop of buildings, a sort of militia muster of tenements. So much for the old plat. Then came Rice and Irvine's Addition. This is laid out but little if any better. In fact, the two pla's appear to have taken a running jump at each other, like two rival steamboats—which having inextricably run into each other, the passengers and crews have concluded to knock down the railings, and run along together as one craft. Kittson's is laid off in smaller lots than any of the other additions, and its streets make no sort of coincidence with other streets in town. It would save immense cost and prove an eternal blessing to St. Paul, if the whole site of the town could now be thrown into one common field, and platted as it ought to be, with large reservations of public grounds, with straight, wide, regular streets, and blocks and lots of uniform size."

The above quotation was written by Mr. Goodhue, in 1852, a short time previous to his death, and was the honest outspoken opinion of one who not only took a deep interest in the welfare of our city, but whose broad and comprehensive ideas of public improvements seemed based upon his far-reaching vision of its future greatness and glory.

But the pioneers of that day are perhaps excusable, inasmuch as they did not dream that they were preparing a site and mapping out a locality that would, in forty years, not only be a beautiful city, but would have a population of two hundred thousand.

When the Town of St. Paul was incorporated in 1849, by the Act, only so much land was included as was contained in the original plat of the town made by said Brunson, together with Rice and Irvine's Addition. The original plat contained about 90 acres, but when the City of St. Paul was incorporated in 1854, 2,561 acres were included in the city limits; that

was the total acreage. Large additions have since, from time to time, been made, and the City of St. Paul has now within its corporate limits, 35,482 acres, or a little over 55 square miles. About 12,886 acres, or 20 square miles, were added by the act of the legislature of 1887. The distance between the eastern and western boundaries of the city is ten miles, and between its northern and southern boundaries, a little more than five miles.

BOARD OF PUBLIC WORKS.

During the past seven years, there has been an enormous amount of public work done, and millions of dollars expended, in making the necessary improvements conducive to the health, safety and convenience of the people. These consisted principally in sewerage, grading, paving, street cleaning, water supplies, bridges, etc.

The original site of Saint Paul, with all its primitive surroundings of hills, bluffs, forests, plateaus, creeks, marshes, swales and hundreds of ravines, has of course necessitated a very large amount of work and expenditures, to bring order out of chaos, and to make this growing city so healthy, so beautiful, and so accessible to every point within her limits.

For many years but very little improvement was made, in streets, sewers, etc., and the city remained almost in its primitive condition until 1857, when some considerable work was done, and the total amount expended for such improvements during the year was \$133,153.

In 1880, the streets had become partially graded, and the board sidewalks extended through the business portion of the city. The Wabasha street bridge had been built, and a large number of the buildings

in lower town and business portion of the city were being supplied with good water from Lake Phalen—it having been turned on in 1869, and also supplied with gas, which lit up some parts of the city for the first time in 1857. But the

SEWERAGE SYSTEM,

and other great systems were incomplete, which, since 1880, have been wonderfully developed and perfected.

St. Paul has expended more than \$10,000,000 on public works alone since that time, and she can now claim as many miles of sewers, water mains, sidewalks, paved and graded streets as other cities of her size in the country.

Prior to 1880, there had been but about nine miles of sewerage completed. There were seventeen miles of sewerage constructed in 1887, costing \$640,000, making a total of sixty-nine miles of sewers now constructed in St. Paul, at the aggregate cost of about \$1,600,000.

STREET GRADING,

during the past two years, has been a gigantic work—piercing the bluffs, filling up the marshes and ravines, leveling the hills and opening of the suburban districts, thereby grading some one hundred and thirty miles during the two years last past. The expenditure for this work amounted to about \$1,600,000, which included such contracts as the Oakland avenue construction (\$50,000), the Seventh street “fill” (\$139,000), the Dakota avenue improvement (\$23,000), the Rice street improvement (\$48,000), the boulevarding of Summit avenue to the width of 200 feet from Lexington avenue to the Mississippi river, the grading of Snelling avenue, and many other large contracts.

There were about 330 miles of graded streets in St. Paul at the close of the year 1887, all of which, except-

ing some 68 miles, has been done since January 1, 1880. Work of this kind is now going on very rapidly, and a great number of miles will be added by the close of the present year.

THE STREET PAVEMENTS

are principally of cedar blocks, which were introduced in 1884, pine blocks having been previously used. The total miles of paved streets in St. Paul is twenty-two, eleven miles of which were done during 1887, costing some \$500,000. Robert street is paved with the Kerr pavement and several streets on St. Anthony Hill are paved with the asphalt pavement, which thus far seems to be very durable, giving great satisfaction, the assessments therefor being about \$7 per front foot on several of the streets. This work was done by the Warren-Scharf Asphalt Paving Company, under a twenty-years' guarantee.

SIDEWALKS.

During the year 1886, about 45 miles of new sidewalk were laid, costing some \$90,000, and in 1887, there were 40 miles of wooden sidewalk laid, costing \$65,000, and also 8 miles of stone and cement sidewalk costing \$20,000. At the close of the year 1887, there were 333 miles of wooden sidewalk in St. Paul, and 25 miles of stone and cement sidewalks.

The cleaning of streets is now done by sweeping machines (excepting streets paved with asphalt), which is the best and most economical way of doing it. The total cost of cleaning the streets for 1885 and 1886 was \$15,943.

By an act of the legislature, the common council was authorized to order any street to be sprinkled, and for this purpose the city was to be divided into districts, and the board of public works could let the

sprinkling of any designated street therein to the lowest responsible bidder. The cost of such sprinkling is to be levied per foot front upon the property fronting on the street sprinkled. The city has been divided into twelve sprinkling districts.

BRIDGES.

The Wabasha St. bridge was commenced in the winter of 1856, by the driving of the piles for the piers into the river-bed. The original contractors for the work were Sanford A. Hooper and the Messrs. Napier. For want of funds, work was discontinued until September, 1857, when the city council provided for \$50,000 towards its erection. It was then pushed rapidly forward, the piers finished early in the winter, and the bridge completed in 1858. Previous to this time there were two ferries across the river, one running from the upper, and one from the lower levee. On the annexation of West St. Paul, in 1874, the tolls on the bridge were abolished, and it was thrown open for free use on November 4th, of that year.

The Robert street bridge across the Mississippi was completed and opened to the public November, 1886. It is a fine structure, consisting of seven spans, a roadway 32 feet wide, with sidewalks 10 feet on either side. Its length is 1540 feet, and its height 55 feet above high-water mark. Its cost was about \$425,000.

The Chicago, St. Paul and Kansas City Railroad bridge runs across the river near the same locality, passing under the Robert street bridge at one point.

The fourth bridge was built and is owned by the Chicago, Milwaukee and St. Paul Railroad Company, and crosses at some little distance up the river.

Several new bridges have been completed during the past year, among which are the Third street bridge

costing \$90,315, of which the railroad companies pay \$38,400; the Decatur street bridge, costing \$1,372; and the Colorado street bridge, costing \$26,893.

THE HIGH BRIDGE,

now being built across the Mississippi at Smith street, is by far the most important bridge work under contract. It will run from bluff to bluff, nearly in the direction of northwest to southeast.

The bridge starts from the bluff on the left bank of the river, at an elevation of 80 feet above the city base. It will be built on an ascending grade of 4 feet in the 100, to the opposite bluff, where it reaches an elevation of about 190 feet above the city base, and about 200 feet above the average stage of water in the river. The length of the bridge will be 2,770 feet, width of roadway, 24 feet in the clear, total width over all 42.5 feet; sidewalks, eight feet each in the clear. The piers are being built of heavy masonry, of a height of from five to ten feet above high water, and from that point the trusses are carried on iron trestle towers and rocking beats, varying from 27 feet to 118 feet.

The work of the substructure is well under way, being about half completed, and the superstructure is under contract to be finished by the 1st of January, 1889. The cost of the former will be \$136,000, and of the latter \$340,324, making the total cost nearly \$500,000.

TABULATED STATEMENT OF PUBLIC WORK

For six years prior to January 1, 1887,

Sewers.....	\$ 1,000,000
Paving.....	400 000
Street Cleaning.....	70,000
Street Grading.....	2,222,679
Water.	2,154,032
Pavements.....	216,875
Bridges.....	500,000

Total expended..... \$6,563,586

There was also, in addition to the above total amount, on the books of the city engineer, about a million and a half dollars of work done during the past six years, not included in the above statement, for excavations, changing of grades, numbering, etc., which, added to the above, made in the aggregate over \$8,063,586, of public work done during the time mentioned. Add to this the amount of the public improvements of 1887, amounting to \$2,290,000, and we have the grand total of \$10,353,586, expended on public improvements during the past seven years. By an act of the legislature

THE OLD BOARD OF PUBLIC WORKS

was abolished, and the law provided that the new board should consist of four members, to be appointed by the mayor, without the approval of the council, as heretofore, and each to have an annual salary of \$3,000. The old board held its last session on March 7th, 1887, and then adjourned *sine die*. In the afternoon of the same day, the new board, composed of those appointed by the mayor, met and organized as follows:

New Board of Public Works.—R. L. Gorman, president, John C. Quinby, William Barrett, E. C. Starkey. The board elected W. F. Erwin, secretary.

At their second meeting the new board unanimously elected L. W. Rundlett, city engineer. Albert R. Starkey and George L. Wilson were appointed assistant engineers.

CITY WATER WORKS.

“The St. Paul Water Company,” was incorporated in 1857, but nothing was done under the charter until about 1864, when work was commenced, and in

August, 1869, water was received from Lake Phalen into the city. The company invested in the work some \$340,000, and they had a capacity of 4,300,000 gallons every twenty-four hours. Hon. Chas. D. Gilfillan of St. Paul was the president of the company, and it was chiefly through his energy and instrumentality that the works were pushed forward to completion. This was a private corporation until August, 1882, when the city of St. Paul purchased the plant and franchise for \$510,000, and organized a board of water commissioners, which is now composed of the following gentlemen: J. F. Hoyt, president; C. W. Griggs, C. D. Gilfillan, P. H. Kelly; Robert A. Smith, mayor, member *ex-officio*; John Caulfield, secretary; John B. Overton, superintendent.

The supply of water is now drawn by two systems. One being gravity, for the city proper, and the other pumps, for the hill. It comes from two lakes—Phalen and Vadnais. The capacity of these two systems are 40,000,000 gallons per day. There were in use in 1887, 249 meters, 868 fire hydrants, 967 gates or valves, and also 137 sprinkling hydrants against 81 used during the season of 1886. This increased use of water through hydrants for sprinkling purposes has been found so to affect the pumps, that the building of a high service reservoir has been made necessary. A contract for this improvement has been executed, and the cost will be about \$130,000, its capacity, sixteen million gallons; elevation above city datum 310 feet.

During the summer of 1887, a sixteen-inch main was successfully laid in the bed of the river, across from Broadway to State street, and about five miles of mains in the sixth ward are now supplied with water through this pipe.

The bonded indebtedness of the city on account of water works.....	\$ 1,860,000
Annual interest on same.....	93,300
Water mains laid in 1886.....	18 miles.
Water mains laid in 1887.....	20 miles.
Estimated number to be laid in 1888.....	26 miles.
Total number of mains. January 1, 1887.....	103 miles
Number applications for service connections during 1887.....	1,072
Total number applications on Dec. 1, 1887.....	6,017
being an increase of 4,008, since the city purchased the works in 1882.	

The water thus supplied by the city is very pure and healthy; and it is estimated that by diverting certain streams, and controlling the water of certain other lakes, water can be furnished, at a small expense, for over half a million of people.



CHAPTER VIII.

Real Estate.

THE REAL ESTATE BOARD.

MONEY loaned, or invested in real estate, is placed on a firm basis, planted in solid ground which is immovable. It is like the house built upon a rock; winds may howl, waves may beat, but it stands firm on its solid basis. One has truly said: "Commerce may fail, mines may close, banks may suspend, the spindle and the loom may stop work, but the *earth* remains."

Capital ever seeks a safe resting place, and the capitalist sees but one real, secure form of investment, which not even an earthquake can overthrow, and that is in real estate. Agriculture is the foundation upon which all other industries rest, and capital becomes a positive national benefit when it is engaged in opening up the agricultural resources of a country.

Since 1880, there has been a constant, continued rise in the value of real estate, in every part of the city, and especially during the past year, there has been an unprecedented activity in the real estate market.

It appeared like one continuous, legitimate boom, from the beginning to the close of the year, and was the product of honest, bona-fide transactions between

the dealers and owners of property and the middle classes and others, who purchased mainly to improve the property in erecting blocks and stores and dwellings to rent to others, or for their own use.

The wild, reckless spirit of speculation which was exhibited in 1857, and which appeared to be a mania that affected all classes from the highest to the lowest, is not the spirit of to-day. The country around was not then developed and built up; the city was young and in its infancy; and the numerous railroads now running from this great trade centre, and carrying our merchandise and products to thousands of towns and villages, and bringing in customers by the hundreds, were not then built. There was no foundation laid—no good basis for such a rise in values, and consequently the bubble burst. Of course, there were also some peculiar circumstances which aided materially to produce such a result, and which led to a state of things which affected the whole country.

The great rise in the value of real estate for the past few years, and the unprecedented rise of the past year, was but the outgrowth—the natural and legitimate result of the rapid building up of the city, and of the numberless new industries that are springing up, which the developed state of the country around us will now warrant and support—of the great increase of business in every department, of the gigantic increase of population, and of the vast accumulation of wealth and money here seeking investment. All these, and many other causes, combined to produce this result.

It is true, that some property—some large tracts—was purchased on speculation, to plat, or subdivide and sell in smaller quantities, but in all cases the price rested upon a solid basis of actual values.

The history of the year 1887, was a notable one in this branch of business, and no class was more surprised than the dealers themselves, at the magnitude of their operations.

A GOOD PLACE FOR INVESTMENT.

St. Paul offers the very best opportunities for the safe and profitable investment of capital. The city bonds are sought for, and when offered, plenty of purchasers can be found who will take them at a premium. The financial condition of the city is exceptionally good, taxes are low and public improvements are being pushed rapidly forward on strictly business principles, and with the greatest economy and least expenditure. The great and rapid advance in real estate here was in no sense the result of a boom, but was simply the natural result of location, business facilities, increase of population and the industries, combined with the conservative and broad business views, judgment and energy of the business men of the city.

The business transactions in real estate during the past year were simply enormous, the weekly sales at times rolling up into the millions, while the improvements in the erection of blocks and dwellings were most extensive. And yet, with all this, there never was a greater scarcity of dwellings to rent than at the present time, showing conclusively that the city is rapidly growing in population, wealth, improvements, internal resources, and in everything that goes to make up a great and mighty municipality.

SUBURBAN DISTRICTS.

St. Paul is rapidly increasing her lines and extending her borders, and as her suburban and interurban districts are being pierced, belted or girdled with

short line railroads, and with motor and cable lines, making them easily and comfortably accessible, and as in many of them great improvements are being made and numerous business plants erected, there is consequently a great demand for property therein.

Mechanics, tradesmen and others whose means were somewhat limited, have invested largely in this suburban residence property, and thousands have built and are now erecting neat villas and cottages thereon, thereby becoming independent free-holders, and after the toils of the day can sit contentedly under their own vine and fig tree, without any landlord to trouble or make them afraid.

This rapid extension of lines and improvements is in no particular direction, but on every side are seen the opening and grading of new streets, the up-rising of new cottages and the building of new factories and warehouses. Dayton's Bluff property is more active than it has ever been; Midway property is in great demand; St. Anthony Hill is extending rapidly out and property rapidly increasing in value. The region commencing at Crocus Hill, and extending out by the Kidd tract, and then following around the bluff line to "West End Addition," will soon be covered with the finest residences in the city, and will add to the magnificent panorama already presented by the beautiful and palatial homes now built on those portions of the bluff nearest the city.

All about Merriam Park, Union Park, St. Anthony Park, St. Paul Park, Hamline, Macalester, Como, North St. Paul and South St. Paul, are heard the song of the hammer and the saw, and dwellings, factories, blocks and churches, are springing up as if by magic, and the improvements now being made in all these

places are simply gigantic. It is not strange therefore, that property is in demand, and the value thereof constantly rising.

There is yet a very large margin for advance in the price of St. Paul property. Real estate is lower here than in any city in the country, when its size, locality, rapid growth, natural advantages and tributary resources are considered.

But there are certain conservative men in the community who claim that values in real estate are already too high—far above high-water mark—and consequently they must come down to their proper level. They might as well contend that a \$5 gold piece was worth but \$2.50, although it was passing daily and everywhere for \$5.

It must, however, be a great surprise to some of our old pioneers, to see land which was sold only a few years ago for \$50 per acre, now bringing its millions per acre. But such is the fact, and the same thing has been seen in other large cities.

The records of public lands sold in Chicago, from January, 1835, to June 29, 1847 (including the Cook county lands sold at Danville previous to May, 1835, at which time the Government land office was removed to Chicago), included 2,275,565 acres, which were disposed of in nearly every case at the traditional dollar and a quarter per acre—the aggregate sum received for the land being \$2,903,016. During the same period the United States donated some 450,000 acres to schools and canals within the district, so that in fact over 2,700,000 acres were given for the \$2,903,016 received.

Now just imagine Uncle Sam's feelings when, twenty-five years afterwards, he was asked \$2,200,000 by Chicago parties, for a patch of ground, big enough

to build a postoffice upon—three-fourths of all he had realized from all those millions of acres!

We here insert a comparative table of transfers and values of real estate in St. Paul for seven years last past.

COMPARATIVE TABLE.

Year.	No. of Transfers.	Aggregate Consideration.
1880.....	2,090.....	\$ 3,150,917
1881.....	2,881.....	4,345,991
1882.....	4,447.....	9,354,431
1883.....	4,847.....	12,981,381
1884.....	5,128.....	8,358,521
1885.....	6,928.....	14,318,687
1886.....	11,443.....	27,326,633
1887.....	14,078.....	55,316,571

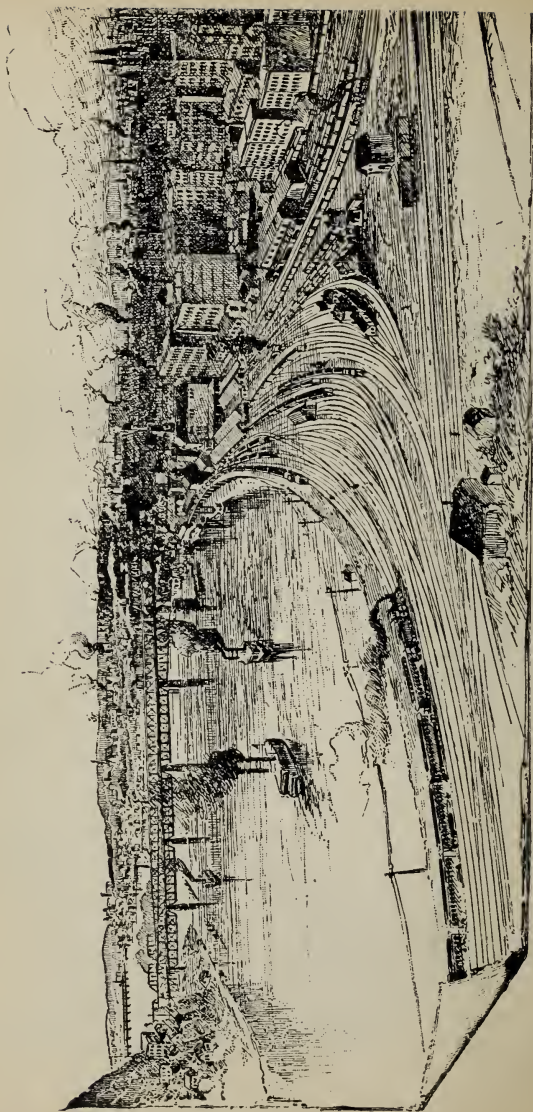
Add to this amount \$4,764,565, representing deeds affecting St. Paul suburban property, filed in the Washington county register's office, and we have a grand total of \$60,081,136, as the transfer record for the year 1887. This resultant record is almost startling in the magnitude of the figures it presents. The history of the real estate business in St. Paul is therefore a history of continued increase and permanent progress. No other business has increased in the same ratio, or been more prolific of financial results.

ST. PAUL REAL ESTATE BOARD.

This association was incorporated in April, 1886, and the time of its continuation was to be thirty years thereafter. The object and purposes of this organization was to enable its members to transact their business connected with the buying, selling, renting and care of real estate, and the loaning of money upon the same to better advantage than heretofore, by the adoption of such rules and regulations as they may deem proper, and by enabling them to take united

action upon such matters as may be deemed advisable for their common good, and by the use of such other means as may be determined upon by the members thereof. The amount of capital stock is \$10,000, divided into 200 shares of \$50 each. The government of the corporation and the management of its affairs are vested in a board of nine directors, to be elected annually by ballot, and to hold office for one year. None but those whose business is the sale, or care and management of real estate as agents, and whose residence is in St. Paul, are eligible as members, and they can only become so, as provided by the constitution and by-laws. There are five standing committees elected by the board of directors. The annual meeting is held on the first Tuesday after the first Monday in January; and monthly meetings on the first Wednesday of each month.

The following are the officers of the organization for the year 1888. Geo. H. Hazzard, President; W. C. Read, Vice Pres't; E. G. Handy, Secretary; L. C. Bailey, Asst. Sec'y; Chas. A. Moore, Treasurer.



ST. PAUL—RIVER VIEW.

CHAPTER IX.

The Building Record.

CONTRACTORS AND BUILDERS' BOARD OF TRADE.

THERE is no more substantial evidence of St. Paul's marvelous growth and prosperity than is seen in the upbuilding of her business blocks, the size and magnificence of her hotels and public buildings, the style, elegance and richness of her palatial residences, the architectural variety and completeness of her less expensive dwellings and cosy cottages, crowned with lawns and embowered with shrubbery, combined with the fact that they are constantly and rapidly increasing and being extended in every direction. And yet the demand for residences is largely in excess of the number erected, and there is an absolute necessity for a largely increased number to accommodate the thousands who are flocking in to settle among us.

THIRTY-NINE YEARS AGO,
there was not a brick or stone building in St. Paul, and the few structures here were in fact nothing but log cabins or cheap wooden hovels.

In 1844, Charles Bazille built for Capt. Robert a small frame house as a warehouse, wherein to store his goods. It was erected on the lower levee, about where the Milwaukee and St. Paul freight depot now stands. The frame of this building was made of lumber hewn by hand. After being used therefor a number

of years, the ground being needed for other purposes, it was removed to near the corner of Fourth and Minnesota streets, where it stood until the spring of 1887, when it was removed to make way for the Forepaugh building. It was, without doubt, the oldest house within the limits of the city in 1887.



THE OLDEST HOUSE IN ST. PAUL, IN 1887.

Among those who visited St. Paul, early in 1849, was one Mr. E. S. Seymour, author of "Sketches of Minnesota," and in his little work, a description is given of his boarding-house. He says :

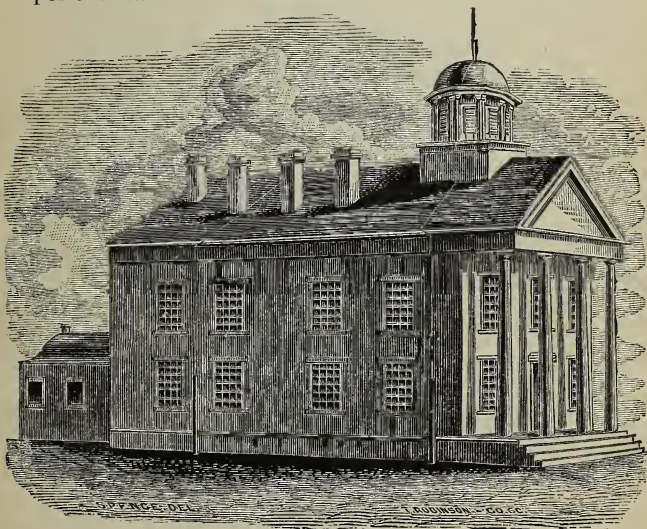
"While traveling in Minnesota, I made my headquarters at St. Paul, where I occasionally tarried a day or two at a boarding house consisting of one room about 16 feet square, in which sixteen persons, including men, women and children, contrived to lodge. * * * The roof was so leaky, that, during the frequent rains that prevailed at that time, one would often wake up in the night and find the water pouring down in a stream on his face, or some part of his person."

He goes on to give the reason for boarding there, and says :

“The only hotel in the place was small, and crowded to overflowing. * * * Many families were living in shanties made by rough boards fastened to posts driven in the ground, such as two men could construct in a day.”

Logs which were lying in the boom at the Falls one week, would be (as the Pioneer said) inflated into *baloon frames* at St. Paul the next week.

In the fall of that year (1849), Rev. Mr. Neill erected a brick residence, on what is now Fourth street, near Washington, which was the first brick building erected in Minnesota. The bricks, we are informed, were made by one Mr. Brawley, who had just started a brick-yard in upper town. Other brick-yards were started in 1850, and the price of bricks was then \$6 per thousand at the kiln.

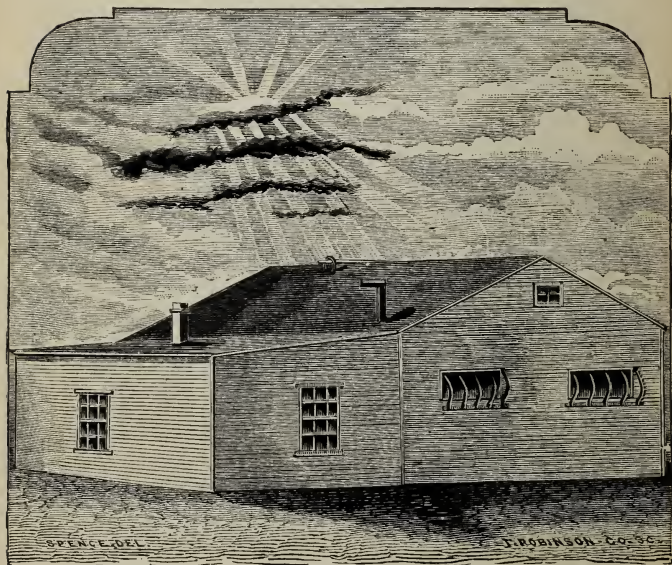


THE OLD COURT HOUSE.

THE OLD COURT HOUSE,

as we have stated, was commenced in the fall of 1850, and completed in 1851. It was in those days considered a beautiful model of architectural skill. The plan of the building was drawn by Dr. David Day, then register of deeds, and proving to be the most acceptable (plans having been advertised for), Dr. Day was paid \$10 for the same.

The old jail, an old log, weather-boarded building was erected in 1851, as previously stated.

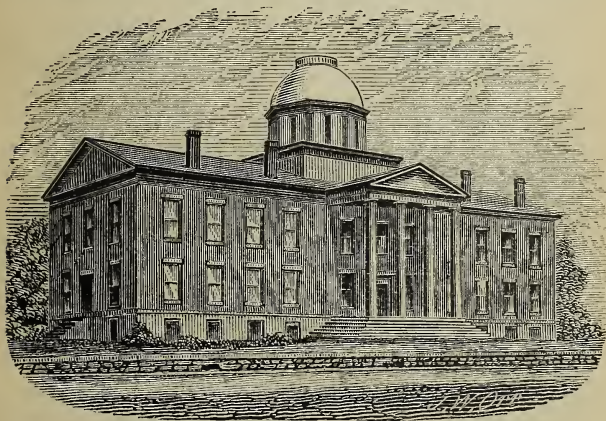


THE OLD JAIL.

The old two-story brick building, standing at the head of Rice Park, now utilized for city offices and

POLICE HEADQUARTERS,

was erected in 1853, for the use of the Baldwin School, organized by Rev. E. D. Neill and others. It was completed and occupied in December of that year. In 1857, it was rented for the St. Paul postoffice, and used as such until 1862. It was subsequently leased



THE OLD CAPITOL.

by the board of education, and in 1869, purchased by them, being still known as the Baldwin school. It was afterwards leased to the city for public offices.

By a sort of compromise, in 1851, the capital was to remain permanently in St. Paul, and in January of that year a site was selected, excavating for the foundation commenced in July, and the building was completed and occupied in 1853. It was destroyed by fire

in March, 1881, and the present Capitol building erected on its site. The present building was completed in 1883, costing some \$375,000.

In February, 1867, the lots whereon now stands the

CUSTOM HOUSE AND POSTOFFICE BUILDING

were bought by the government, and the foundation work commenced in the fall of that year, and in February, 1873, the postoffice was moved therein. It is a substantial building of stone, and at that time was deemed a great ornament to the city. It cost about \$450,000, and was over five years in construction.

Thus, year after year, while old structures have decayed, and old landmarks have been removed, others, more elegant and expensive, have sprung from the soil, and we can now view with pride our capacious hotels, our mammoth business blocks, our elegant banking and commercial institutions, our lofty spires, and our palatial residences, the cost of many running up into hundreds of thousands, and some even into the millions. And all this the work of less than forty years !

During the year 1857, there were about 443 buildings erected in St. Paul, costing \$591,500. During 1870, there were 509 buildings erected, costing \$1,500,000, and in 1871, there were 802 erected, which cost in the aggregate \$1,735,761. The following tabulated statement shows the number and cost of buildings erected in the respective years.

COMPARATIVE STATEMENT.

Years.	Number of Buildings.	Aggregate Cost.
1881.....	1,162.....	\$ 4,571,700
1882.....	2,441.....	8,399,000
1883.....	3,607.....	11,938,950
1884.....	2,383.....	7,440,747
1885.....	3,573.....	9,118,209
1886.....	3,570.....	9,753,445
	Building Permits.	
1887.....	4,455.....	12,939,314
Total 7 Yrs.	21,191	\$64,161,365

That is, there were erected in St. Paul from 1881 to 1887, inclusive (7 years), over 21,000 structures, at the aggregate cost of about \$64,000,000. Mr. Gates A. Johnson, inspector of buildings, in his official report, says :

“The magnitude of the building improvements within the city limits, during the year 1887, may be illustrated and probably better understood by the following figures obtained from the actual records of this office, which have been carefully collected, showing sixteen and four-fifths miles of a continuous line of buildings constructed on both sides of the route. The sixteen and four-fifths miles of continuous buildings include in the measurement the width of cross streets. If cross streets were not included, then an additional one and one-half miles should be added to the sixteen and four-fifths miles.

The above figures do not include any of the frontage of buildings outside the city limits, but embrace only those buildings for which permits have been issued from this office during the year. If frontage of buildings outside of the city limits, constructed during the same period in the interurban districts, were included, it would add fully three and three-fourth miles to the above distance, making a grand total of twenty miles of continuous line of buildings, the credit of which belongs to St. Paul and suburbs.”

In 1883, St. Paul in fact stood the third on the list of American cities, as to the amount of building done that year. As to the four highest, the list stood as follows :

New York,.....	\$37,207,112.		St. Paul,.....	\$11,938,950
Chicago,.....	12,780,000.		Cincinnati,.....	11,000,000

In 1885, New York, with a population of nearly 2,000,000, erected only 5,504 structures, while St. Paul, with a population of 125,000, erected during the year 1886, 3,570 buildings, showing that St. Paul, with a population of fifteen times less than that of New

York city, erected over two-thirds as many buildings as the latter.

THE OUTLOOK FOR 1888,
is still more favorable than that of 1887. There is a vast amount of work being done, and a still greater amount laid out to be done, or at least commenced during the year. The new Pioneer Press building is having its solid stone foundation laid, and will be pushed forward to completion. It will be a rich, massive and substantial building, twelve stories in height, fire proof, and built in the very best manner. The basement and two stories will be of stone, and the balance of brick, with granite facings. The estimated cost of the building alone, not including the land, is about \$600,000. Its site is on the corner of Robert and Fourth streets.

The new Germania Bank building will be 50x100 feet, and erected on the corner of Fifth and Wabasha streets. It will be eight stories in height, two being of stone, and balance of brick. It will be occupied by the bank, with other offices. It will cost \$150,000, and will be completed by October, 1889. Excavation for the same has been done, and the foundation is now being laid.

The Germania Insurance Company's new building will soon be erected on the corner of Minnesota and Fourth streets, and will be a beautiful structure of stone, seven stories high, with all the modern improvements. Its cost will be about \$250,000.

The New York Life Insurance Company had the shrewdness to realize that St. Paul was the great point in the northwest where its general surplus could be invested most profitably. They purchased, some time since, a site on the corner of Sixth and Minnesota streets, 100 feet square, on which they are erecting a

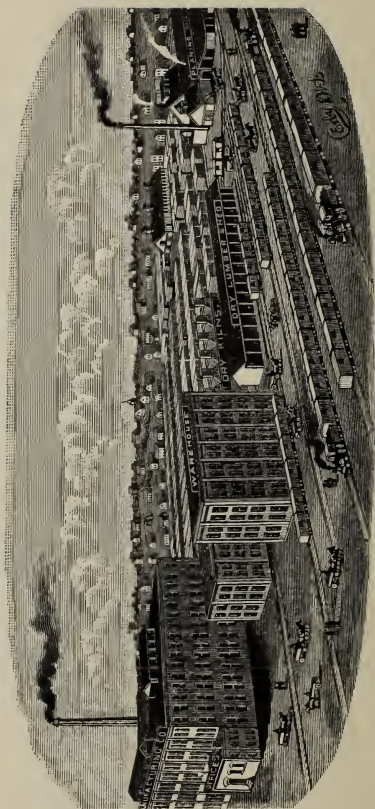
magnificent stone structure, which, when completed, will be the finest insurance office in the northwest, costing from \$500,000 to \$800,000.

These are but few of the many elegant buildings now being erected in this saintly city, and with these are a countless number of beautiful residences, both on the east and west sides, besides many spacious business blocks, and the plants and works of many new business firms. This great increase of building improvements in the city the past year is a very gratifying proof of the confidence of our citizens and capitalists in its future.

THE CONTRACTORS AND BUILDERS' BOARD OF TRADE.

This organization, intimately connected with the building operations of the city, was incorporated in June, 1886, the capital stock being \$2,500, divided into one hundred shares of \$25 per share, and no member can own or hold more than one share. The general nature of the business of the organization is to advance the commercial, mercantile and manufacturing interests of the city, and to inculcate just and equitable principles of trade; to establish, maintain and enforce uniformity in the commercial usages of the city, particularly in such branches of commerce, trade manufacturing, and other industries, as contribute and enter into the construction of buildings and other structures; to acquire, possess and disseminate useful business information, and to adjust controversies among builders, contractors, manufacturers and merchants.

Annual meetings are held on the third Thursday of June, and the officers are elected annually. The following gentlemen are the present officers of the board: President—T. A. Abbott; Vice-Presidents—A. Bassford, Wm. Porten, G. M. Brack; Treasurer—W. H. Ulmer; Secretary—J. H. Hanson.



PLANT OF THE BOHN MANUFACTURING CO., ST. PAUL.

CHAPTER X.

Manufacturing Industries,

FINANCIAL RECORD, BANKS, ETC.

BY reason of its great water power, it was very natural that the early manufacturing industries should cluster about the Falls, but steam power has in late years been largely utilized, and factories and manufacturing establishments are now scattered all over this section of country.

The various manufacturing interests of St. Paul are, comparatively speaking, still in their infancy, yet the products are large when taken in the aggregate, and colossal in the promise of future growth. Shops, factories and manufacturing establishments are rapidly increasing, and with the young and flourishing manufacturing suburbs which surround it, St. Paul, as a manufacturing centre, is rising rapidly into prominence. The record of its growth in this direction during the past year is most marvelous.

The first city directory here, as a bound volume, was published in 1857, by Goodrich & Somers, but previous to that time, however, there was published in the New Year's number of the "Pioneer," of January 1, 1850, a business directory, or rather a classified list of business establishments and business men in the settlement at that time. In examining this list, we find

the following mechanics residing here: Two painters, four plasterers, three tailors, one shoemaker, five masons, two blacksmiths, one silversmith, one gunsmith, three bakers, two wheelwrights, one saddle and harnessmaker, one tinner, and seventeen carpenters. William H. Nobles was one of the wheelwrights, who opened the first wagon shop in the settlement, in 1848, and constructed the

FIRST WAGON MADE IN MINNESOTA.

His shop was on Robert street, and was subsequently used by Quinby & Hallowell as a part of their establishment.

Since that time, shops, factories and manufacturing establishments have constantly, and of late years rapidly increased, until there are now one thousand manufacturing establishments, employing twenty thousand hands, and yielding manufactured products, during 1887, amounting in the aggregate to the value of \$35,713,314. The following tabulated statement gives the number of establishments, the number of hands employed, and the value of the annual products, during the years named respectively :

Year.	Number of Establishments.	Number of Employes.	Value of Products.
1870.....	88.....	985	\$ 1,611,378
1874.....	216.....	2,155.....	3,953,000
1878.....	233.....	3,117.....	6,150,000
1880.....	542.....	6,029.....	11,606,824
1881.....	667.....	8,188.....	15,466,201
1882.....	694.....	12,267.....	22,390,589
1883.....	758.....	13,979.....	25,885,474
1884.....	843.....	15,725.....	26,662,000
1885.....	864.....	17,581.....	29,437,000
1886.....	957.....	18,958.....	31,043,314
1887.....	1,081.....	20,000.....	35,713,314

Within the last few months, thirty-five large manufactories and many smaller ones, have sprung into

existence, and are now or soon will be in full operation. The combined capital of the new industries just started is more than \$5,000,000. Several great land companies, with an abundance of capital, energy and experience, have recently been organized, with the special work in view of advancing the manufacturing interests of St. Paul, and so far have been very successful. They have already in view many new industries, which will soon be in operation. St. Paul is

THE GREAT DISTRIBUTING CENTRE

for an empire extending from the Mississippi river almost to the Pacific coast, and from central Iowa into the Queen's dominions. It is the focus of a vast network of railroads, rendering accessible all this territory and bringing this immense market for wares within easy reach.

ST. PAUL PRESENTS UNRIVALED INDUCEMENTS

to manufacturers, who seek to build up a great business, in the vast extent of country tributary to this city. The great forests of Minnesota and Wisconsin, which lie close by us, with their inexhaustible supply of pine and hard-wood lumber,—the recently discovered and but partially developed iron mines of the Gogebic range, with an unfailing supply of raw materials,—the vast quarries of beautiful and durable building stone, which lie under our very feet,—the golden wheat fields of the vast prairies of the northwest,—the railroad facilities, connecting us by several independent lines with the great lakes and the seaboard,—the exceptional advantages this city presents for manufacturing and transporting her products,—will make her for all time the great manufacturing and distributing centre of the northwest. The same facilities

and the same natural advantages which made it possible to build up a great jobbing centre here still exist, and will make it possible and comparatively easy to build up here a great manufacturing centre.

The great manufacturing industries at North St. Paul, South St. Paul, and St. Paul Park, which sprung into existence during the past year, as well as the great live stock and packing industry with all its specialties, and now in full operation, virtually belong to St. Paul, as they were originated, carried on, and are owned by residents of this city.

We have here in St. Paul an intelligent, enterprising, and public-spirited people, and if nature has not given them much water power, she certainly has given them brain power, steam power, electric power and will power, sufficient to make this city, in time, the great manufacturing centre, as well as the financial, commercial and railroad centre, of the northwest.

THE FINANCIAL GROWTH.

Banks of St. Paul.

The city of St. Paul is the great financial centre of the northwest, and the stability of her banking institutions cannot be excelled by any city on the continent. Her rapid financial development for a few years past has been marvelous.

In the primitive days, the currency in circulation here was made up chiefly of "Indiana wild cat," or free bank issues, which was greatly depreciated, and liable at any time to be worthless. The little specie in possession of the people was hoarded up, and exchange, even down to 1857, was ten per cent. After this came the period of "Denominational scrip," and "State scrip" and the "Scrip of the City and County

Boards." All these, in some respects, were found useful, but soon ran down to forty and fifty cents on the dollar. Some "Glencoe" money, based on the state railroad bonds, was in circulation, but looked upon with suspicion.

During these times there were of course some private bankers, among whom were Borup & Oakes, who opened an office in June, 1852, on the corner of Third and Jackson streets; Mackubin & Edgerton, who started in 1853, and had an office under the Winslow House. In 1856, several others were engaged in the business, among whom were W. L. Banning & Co., who had opened an office on Eagle street, and who erected the first bank building in the city on west Third street; Meyer & Willius, afterwards Willius Brothers; Wm. R. Marshall & Co., corner of Third and Cedar streets; and Truman M. Smith.

The First National Bank was organized in 1863, with a capital of \$250,000, and is the pioneer national bank of Minnesota. Mr. J. E. Thompson was the president, T. A. Harrison cashier, Horace Thompson, assistant cashier, and H. P. Upham, teller. In 1864, the capital was increased to \$500,000; and in 1873, its capital became \$1,000,000. Mr. J. E. Thompson died May 27, 1870, and Mr. Horace Thompson, then president of the bank, died in December, 1879. Mr. H. P. Upham was then elected president, and E. H. Bailey, cashier, which positions they now hold.

The Second National Bank, was organized in 1865, with a capital of \$200,000. Its president was Mr. E. S. Edgerton, who went into the banking business in St. Paul in 1853, and he still holds the office. Mr. D. A. Monfort, cashier, and A. M. P. Cowley, assistant cashier.

The Merchants National Bank was established in

1872, Maurice Auerbach was elected president, Walter Mann, vice president, Charles Nichols, cashier. Its capital then was \$250,000. In January, 1873, Wm. R. Merriam was elected cashier, and the capital stock during the year was increased to \$500,000. In 1880, Mr. John L. Merriam was elected president and the capital stock increased to \$1,000,000. At the present time Wm. R. Merriam is the president, C. H. Bigelow, vice president, and F. A. Seymour, cashier.

The National German American Bank was organized as a National Bank in 1883, with a paid up capital of \$2,000,000. This wealthy and prosperous corporation whose palatial banking house is on the corner of Fourth and Robert streets, has grown up from the small private banking house of Meyer and Willius, established in 1856. The present officers are, Gustav Willius, president, William Lindeke, vice president, Joseph Lockey, cashier, and Theodore Draz, assistant cashier.

In 1875, there were six banks in the city, besides the Savings Bank of St. Paul, and the private banking house of Dawson & Co., composed of William Dawson, R. A. Smith and Albert Scheffer, which subsequently became the Bank of Minnesota.

These banks at that time had a capital aggregating \$2,000,000. Since then, new banks have been organized, the capital stock largely increased, and several costly banking houses erected. The National German American Bank building is the largest and most expensive bank building in the state. It is located on the corner of Fourth and Robert streets, and cost about \$250,000.

The First National Bank has also a beautiful and substantial building, on the corner of Jackson and Fourth streets, which cost about \$125,000.

The Bank of Minnesota has recently moved into its elegant building, which cost about \$125,000. It is situated on the corner of Sixth and Jackson streets.

At the close of the year 1887, there were fourteen banks in St. Paul, with a total capital stock of \$6,750,000, having a surplus and undivided profits of \$1,685,045, making the combined banking capital \$8,435,045. This does not include the capital of private bankers and financial companies, like Peabody's Banking House, St. Paul Trust Company, Benson & Co., and others.

TABULATED BANK STATEMENT.

Bank.	Capital.	Surplus & undivided profits.	Deposits Average.	Loans and Discounts Average.
First National....	\$1,000,000	\$ 778,709	\$4,525,000	\$4,100,000
Second National....	200,000	305,000	1,225,000	1,005,000
Merchants National...	1,000,000	103,960	3,400,000	3,900,000
National German American.	2,000,000	100,000	3,124,000	3,929,000
St. Paul National....	500,000	75,721	519,657	951,000
Commercial National....	500,000	25,662	1,034,787	1,026,740
Bank of Minnesota .	600,000	121,007	2,304,052	2,038,925
Capital Bank.....	100,000	40,000	300,000	310,000
Peoples Bank.	100,000	11,100	250,000	300,000
Germania Bank.	400,000	83,259	902,992	1,058,000
West Side Bank.. ...	100,000	11,710	125,000	200,000
Seven Corners Bank.....	100,000	5,417	71,420	111,500
Scandinavian American...	100,000	3,000	124,000	175,000
Savings Bank of St. Paul.	50,000	20, 50	430,000	420,000
Grand Total	\$6,750,000	\$1,685,045	\$18,335,908	\$19,525,165

The St. Paul clearing-house records for the eight years last past are as follows :

1880.....	\$ 39,267,804.98	1884.....	\$101,636,568.07
1881.....	56,242,292.93	1885.....	118,340,977.91
1882.....	80,276,100.38	1886.....	153,615,117.50
1883.....	105,635,291.99	1887.....	205,012,122.78

That is, the grand total of our clearing-house during the past eight years is more than eight hundred and sixty millions of dollars.

All of the above named banks are in a most prosperous and healthy condition, and enjoy the confidence of the community.

There are also several private bankers and investment brokers, and a loan and trust company which has a capital of \$250,000. There are also some thirty-seven building and loan associations, with some 8,500 members, who meet monthly to pay in the installments on their stock and loans. Through these associations thousands have built, and now own comfortable homes. These associations are most emphatically the people's savings banks.

CHAPTER XI.

The Commercial Growth,

WHOLESALE AND JOBBING TRADE.

THE mercantile operations in St. Paul have grown to be gigantic. Her supremacy as the trade centre of the northwest cannot be called in question, and from the mammoth proportions the business has assumed, it is clear, that for all time, she will be the jobbing emporium west of Chicago, and north of St. Louis. And yet, this element of her success is but of recent growth. In the old territorial days, the few whites purchased their supplies at the posts established for trading with the Indians. At that time, Gen. Sibley established a trading post at Mendota, which was then considered the most important place on the upper Mississippi.

In 1848, Mr. Henry M. Rice opened a trading post at St. Paul, and, it being the head of navigation, he here received his goods for the Indian trade, and Gen. Sibley subsequently removing here, it was permanently made the trade nucleus of the new northwest. In 1848, Mr. David Olmsted opened another trading post here.

Henry Jackson opened the first store in St. Paul, in 1842, and the second one was opened by James W. Simpson, in 1843, and others soon started in the busi-

ness, among whom were Wm. Hartshorn, Louis Robert, John R. Irvine, David B. Freeman, and A. L. Larpen-
teur.

In 1849, there were some sixteen places here called "stores," and among them was the small cigar and



BARTLETT PRESLEY, 1870.

confectionery store of the late Bartlett Presley, in a small one-story cabin, having a small addition in the rear, which he utilized as a residence.

Bartlett Presley was born in Germany, and came to this country when but a boy some ten years of age. He was married in Quincy, Illinois, in 1843, and came to St. Paul in 1849. He commenced business here in a very small way, in a little cabin near the corner of Third and Robert streets, selling principally cigars and confectionery. By industry and strict economy, he built up an extensive fruit business, and when he died in 1884 he was doing a very large wholesale and commission business at No. 102 East Third street, and had amassed quite a large fortune. Having lost his first wife, he married again, and shortly before his death erected a beautiful mansion on Dayton avenue, nearly opposite Commodore Kittson's. He was an alderman for several years, and for six years chief of the fire department.

MERCANTILE TRADE OF 1849.

The total mercantile business of St. Paul during the year 1849, was \$131,000, and \$60,000 was for groceries alone. The terminus and supply depot for the fur trade at that time was well established here, and was an important factor in the growth of the settlement.

In 1851, the firm of Forbes & Kittson was organized, to carry on the supply business, and it was very heavy. This firm was dissolved in 1858, but Mr. Kittson still continued the Red river trade in furs, until 1860. The importation of furs from the Red river was by the "cart line" and frequently in winter, on sledges drawn by dogs. During 1857, about 500 of these carts loaded with furs came to St. Paul in caravans, and it soon became one of the largest fur markets in the country. A considerable portion of the money received for the furs was expended here for merchandise.

In 1851, Wm. R. Marshall, on his removal here from

St. Anthony, opened the first exclusive iron house in the city, which business was subsequently continued by Nichols & Dean. In 1853, George Culver settled here and became connected in business with John Farrington. They opened a direct trade with Manitoba, and were the first to engage in the pork packing business in Minnesota.

In 1856, D. W. Ingersoll opened his dry goods store, which soon became one of the leading retail houses for dry goods in the state. He built Ingersoll Block in 1860, and the business is still carried on there, by his successors, Field & Mahler.

In 1856, Messrs. Temple & Beaupre started a small wholesale business in the grocery line. Their store was a small one-story building between Third street and the river, near Jackson street, and besides these two partners, there was one porter and one bookkeeper employed. The firm were both energetic men, and Mr. Beaupre took his grip and samples, and as a "traveling man" was quite successful, and worked up a good trade. In 1861, their business had increased to \$250,000 per annum, and their successors, Beaupre, Keogh & Davis, have, until very recently, occupied the premises Nos. 226 to 236 East Third street, corner of Wacouta street, being 100x150 feet, five stories and basement. They had in their business upwards of eighty employes, and their trade, during the past year, has run up into the millions, and is constantly increasing. In January last, they were burned out, and about \$300,000 of stock destroyed; but they were fully insured. They are now in temporary quarters, but still pushing their business, and their sales in 1888 will probably be one-third more than in 1887. They are now erecting a spacious and elegant building into

which they will move when it shall be completed.

In 1857, Maurice Auerbach was engaged with one Mr. Justice, who was in the retail dry goods trade in this city, and whose business did not exceed \$25,000 per annum. The next year Mr. Forepaugh went into the concern, and the trade soon increased to \$100,000 per annum, being partly wholesale and partly retail. In 1862, they made it exclusively a wholesale business, and their sales that year increased to \$250,000. The house of Auerbach, Finch & Van Slyke was established in 1868, by Maurice Auerbach, G. R. Finch and Charles Scheffer. Subsequently it was changed, W. H. Van Slyke and E. A. Young becoming partners and Mr. Scheffer going out; and on January last Mr. Auerbach retired from the house, the firm now being Finch, Van Slyke & Young. Their store and warerooms are on Fourth, Fifth and Sibley streets, and the most spacious dry goods store in the northwest, being six stories in height, and covering an area 75x300 feet. They have some 125 employes in the store and sale department, and some 250 more in their factory. They have on the road from 15 to 20 traveling men, and do a business of about \$4,000,000 per annum.

In 1856, Conrad Gotzian opened a small boot and shoe store on Jackson street, with a stock valued at \$500, he himself working hard at the bench. He had great difficulty at first in getting along, but proceeding cautiously and economically, he gradually increased his business, so that, in 1861, he was doing a small jobbing business, in addition to his retail trade. In 1863, he did a business of \$100,000. In 1866, he made the business exclusively wholesale, and succeeded in building up one of the largest and most extensive business establishments in the northwest, having two

stores and two factories, and extending the business till it became gigantic. He died February 21, 1887, at his residence, 254 East Tenth street, leaving a large fortune. The business is still carried on by his successors, under the firm name of C. Gotzian & Co.

The house of H. C. Burbank, formerly Campbell, Burbank & Co., was founded by Mr. T. B. Campbell in 1856, and Mr. Burbank became the sole proprietor in 1886. It has done a large clothing business all over the northwest, manufactures principally its own goods, and employs a large number of hands.

In 1878, the Lindeke Brothers, who for ten years previously had been carrying on a retail dry goods store, organized a firm under its present name of Lindekes, Warner & Schurmeier, and started the wholesale dry goods business. Their store was a three-story building on Third street, but an increase of business soon drove them into their present palatial quarters, which cover an area 100x130 feet, having six floors. They employ some 430 hands, including those in the factory, have some fifteen traveling men on the road, and do a business of upwards of \$3,000,000 annually.

P. H. Kelly Mercantile Co., was established by P. H. Kelly & Co. in a small way in 1858, and became incorporated under its name in 1886. They are importers and jobbers in groceries, teas, coffees, etc. Their large store is corner of Third and Sibley streets, having a frontage of 150 feet on each street, their trade runs up into the millions annually,

In January, 1868, a row of frame buildings on the northeast corner of Third and Wabasha streets burned down, and Mr. J. L. Forepaugh, the same year, erected on the site a fine block, which was then the

largest and finest business block in St. Paul. It was subsequently purchased by P. F. McQuillan, and since called the McQuillan block. Mr. McQuillan was carrying on the grocery business with a partner, under the name of McQuillan & Co., and the present firm of Allen, Moon & Co. are their successors. They are wholesale grocers, and occupy three five-story buildings on the corner of Sibley and Third streets, having 80 feet on Third and 150 feet on Sibley street. They have about sixty-five employes, including about one dozen traveling men. Their sales average about \$2,000,000 annually.

In 1868, Mr. Daniel R. Noyes, after arriving in St. Paul, bought out the interest of Vawter & Moulton, in the firm of Vawter, Pelt & Moulton, and with his brother, Charles P. Noyes and A. M. Pelt, organized the firm of Noyes, Pelt & Co. The Noyes Brothers soon succeeded them, and subsequently E. H. Cutler was taken in as a partner, forming the present firm of Noyes Bros. and Cutler. Their store and offices are on the corner of Fifth and Sibley streets. They are doing an immense drug business, and carry the largest stock of drugs and chemicals of any house in the northwest. They have over one hundred employes, and their sales amount to about \$2,000,000 annually. This house is well known all through the northwest, in fact everywhere, as strictly reliable and responsible. Mr. D. R. Noyes is a very genial, highly educated, and cultivated Christian gentleman, whose hand and heart are always engaged in some good work. He is a leading citizen, and one of the representative men of St. Paul.

These are but few of the many successful mercantile men we could mention if space permitted, some of whom have traveled themselves, carrying their

samples in their pockets or in their grips, soliciting orders in the small villages lying in the river valleys, or in the little settlements on the prairies. The small wooden structures formerly occupied by some of these and other merchants have disappeared, and in their places are whole blocks of massive stone and brick buildings, loaded down with merchandise of all descriptions; and the sidewalks in the wholesale district are literally blocked up with goods ready to be shipped perhaps a thousand miles away, into Dakota, Montana, Nebraska, Washington territory, or to some other region tributary to this city.

The following tabulated statement gives the aggregate amount of business done by the jobbing houses of St. Paul, their number, and the number of employes, during the years named, respectively.

WHOLESALE BUSINESS.

Year.	Number Establishments	Number Employes.	Aggregate Am't of Sales.
1870.....	\$ 9,813,000
1878.....	31,939,500
1881.....	223	3,130	46,555,999
1882.....	276	4,684	66,628,494
1883.....	325	5,815	72,048,771
1884.....	396	6,060	74,829,720
1885.....	412	7,165	81,596,000
1886.....	468	7,372	84,188,000
1887.	501	7,669	101,025,600

By this table it will be seen that the aggregate amount of bona-fide sales of the wholesale and jobbing houses for the year 1887, was over one hundred and one millions of dollars, being an increase of \$16,837,600 over the aggregate sales of 1886.

There were fifty-five firms in the city who imported more or less goods, and the amount of import duties paid by these fifty-five firms to the St. Paul custom

house, in 1887, amounted to \$875,027.51, on goods valued at \$1,154,718. They also received from importations, goods valued at \$166,819 free from duties.

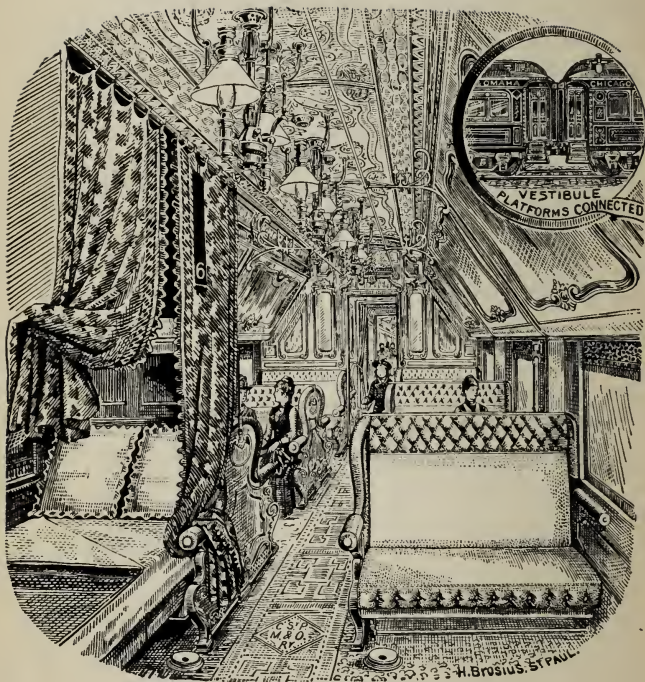
THE ST. PAUL JOBBERS' UNION.

This is an organization of the leading jobbing and manufacturing firms of the city, the object of which is to unite the mercantile community for the purpose of advancing and increasing the trade and business of the city of St. Paul, and to support and advance such means, as may be deemed best to effect this result, and also to use its influence as a body to protect their rights and influence as citizens and merchants.

The work and influence of the jobbers' union has been very effective, and it has gained a power which has increased the facilities of doing business and greatly added to the importance of St. Paul as a great commercial and manufacturing centre.

President, J. T. Averill; Vice Presidents, Warren Granger, James Suydam; Treasurer, T. A. Abbott.

Meets second Saturday of every month, at Chamber of Commerce.



THE NEW VESTIBULED CAR.

CHAPTER XII.

The Great Railroad Centre.

STREET RAILWAYS AND RAPID TRANSIT.

ST. PAUL is the great railroad centre, and consequently the great commercial emporium, of the northwest. From this, one of the chief radiating points of our grand American system of roads, the various lines of railway run in every direction, like the spokes of a wheel diverging from a common centre.

Of all the modern appliances, inventions or systems that have been devised, for opening up the wilderness, for the improvement and cultivation of the waste places in our land, for building up villages and towns and cities, even in the remotest corners of our country, for rapid communication and transportation, nothing can be compared with our railroads, and our great railroad systems. To these railroads St. Paul owes in a great measure her success and prosperity, for, throughout the vast regions of country north and west of us, they have opened markets for her wares and merchandise, in exchange for their cattle, wheat, and other agricultural productions.

No longer ago than 1847, there were only 5,598 miles of railroads in operation in the United States, and the great fur trade between St. Paul and the Red river

was carried on by a "cart brigade." Miss Bishop, in her "Floral Homes," gives a brief description of this system of transportation. She had first landed at Kaposia, or Crow's Village, to meet the Rev. Dr Williamson, and after remaining there a day or two, she seated herself in a canoe bound up stream three or four miles to St. Paul, two Indian girls being at the "paddles," and she was safely moored beneath one of the bluffs at upper town. She says:

"A few days previous to my arrival, the Red river train had arrived, and 121 ox-teams were encamped in the rear of the landing, where now stands the lower town. Their cargoes were valuable furs and rare specimens of Chippewa embroidery, which were sent on to St. Louis. The carts are without a particle of iron, but very strong, and before each a single ox is harnessed, and thus, in Indian file, they had passed over 900 miles in fifty days."

This was in 1847, and our merchants could then send their merchandise to the Red river, or get products from there in fifty days, via the "cart brigade," of which Joe Rolette, and his uncle Alex. Fisher were proprietors. There was an opposition line, of which N. W. Kittson & Co. were the proprietors, but they went on another route, via Traverse de Sioux. Take from St. Paul her railroads, and you would cripple, or destroy almost every industry.

THE FIRST RAILROAD

constructed in America was projected by Gridley Bryant, a civil engineer, in 1825, and carried through by him and Col. Perkins, in 1826. It was designed to carry granite from the quarries of Quincy, Mass., to the nearest tide waters, and was known as the Quincy railroad, and was four miles long. The second American railroad was laid out in January, 1827, and opened

in May of that year, from the coal mines of Mauch Chunk, Pa., to the Lehigh river, which with its branches, was 18 miles long. It was operated by gravity, but mules were used in returning the empty cars to the mines.

In 1827, the Delaware & Hudson Canal Co. sent an agent to Europe to purchase three locomotives for a road they were building, running from the terminus of their canal to the coal mines at Honesdale. One of these built by Foster, Rastrick & Co., of Stourbridge, arrived in the summer of 1829, and was put upon the road that season. This was the first locomotive put into use in America.

In 1830, a small locomotive was built in Baltimore by Peter Cooper, who was satisfied that steam engines might be adapted to curved roads. The whole engine did not weigh over a ton, but it made a trial trip with one open car having on board the directors of the road and some friends, and reached a speed of eighteen miles an hour, running from Baltimore to Elliott's mills. This was the first locomotive ever built for railroad purposes in America, and the first one ever used in the transportation of passengers this side of the Atlantic.

THE FIRST CHARTER

ever granted to a railroad company in America, to carry on the general business of transportation, was granted by the Maryland legislature, in 1827; the city of Baltimore and the state of Maryland were both authorized to subscribe to its shares, and the capital stock was \$500,000. This road was begun in July, 1828, and at its commencement, no one thought of its using steam upon the road, and even after its completion to Frederick, relays of horses moved the cars

from place to place. This road was largely extended, and became the great highway now known as the Baltimore & Ohio railroad.

THE FIRST PUBLIC LANDS GIVEN BY CONGRESS.

In 1848, the Mobile and Ohio railroad designed to connect Mobile with the mouth of the Ohio river, was projected, and in the winter of 1849-50, congress passed an act giving to that undertaking about 1,000,000 acres of the public lands lying contiguous to the route. This was the first act of the kind, but was soon followed by a grant of 2,595,000 acres to the state of Illinois, which conveyed it to the Illinois Central Railroad Company, to aid it in the construction of its road from Dunleith, on the Mississippi river, to Cairo, with a branch from Centralia to Chicago.

The policy of granting public lands to railroad companies gave an extraordinary development to railroad enterprise in the northwestern, western, and southern states, which aided by their fertility and other natural resources, soon surpassed the older states in the length and number of their lines.

We have now probably six times as much mileage of railroads as Great Britain, and far in excess of that of all the rest of the world combined.

The Northern Pacific Railroad Company was chartered by congress in 1864, and subsidized to construct a railroad from Lake Superior to Puget Sound, with a branch *via* the Valley of the Columbia river, to Portland, Oregon. The construction of this road was begun in 1870, but was arrested in 1873, by financial difficulties. After thirteen years of struggle and perplexity, the great work was completed in 1883, and on the third of September of that year, a grand celebration of the event took place in St. Paul, and on

the eighth day of said month, in the year aforesaid, the golden spike was driven at Gold Creek, Montana, uniting the two great oceans.

The ingenious device or invention of George M. Pullman, known as

THE PULLMAN PALACE CAR,

was invented and patented in 1864, and was designed to meet all the requirements of the traveling public by running over all roads, and affording them every comfort by night and day, in eating, sleeping, etc., thereby decreasing the fatigue, anxiety, and loss of time in railroad travel. In 1867, the Pullman Palace Car Company was organized, and its business has grown to enormous proportions, in magnitude and importance. This splendidly fitted up car, is now used on more than 40,000 miles of railroad in America, and has been adopted with favor in many parts of Europe.

In December, 1853, there was no railroad within 200 miles of Minnesota.

In 1857, the Milwaukee & Prairie du Chien road was completed. That was 235 miles from St. Paul, to which place Willoughby & Powers had been running stages semi-weekly. In 1858, the LaCrosse & Milwaukee road was completed to LaCrosse.

In May, 1857, a company was incorporated under the name of

"THE MINNESOTA & PACIFIC RAILROAD,"

and they were endowed with a part of the congressional land grant. The road was surveyed, and the bed of a road between St. Paul and St. Anthony was laid and graded. The panic of 1857 soon reduced their funds, and getting into financial difficulties, were compelled to stop work. In 1860, the mortgage

given by the company to the state was foreclosed, and the franchises and road became the property of the state. In 1862, the legislature conferred them upon Edmund Rice and other St. Paul gentlemen, under certain provisos. The name of the old corporation, at the same time was changed to

THE ST. PAUL & PACIFIC RAILROAD COMPANY.

The work was immediately commenced and pushed forward with the usual St. Paul vim, and in June, 1862, the road was completed and running to St. Anthony—ten miles distant. This was the

FIRST RAILROAD BUILD IN THE STATE,

and is at present part of the St. Paul, Minneapolis & Manitoba railroad. It was constructed by E. F. Drake and V. Winters, and the first locomotive used was the "William Crooks." In 1863, seventeen miles more of the road was completed, and also about twenty-nine miles of road built on the Winona & St. Peter, now the Chicago & Northwestern.

At the close of 1865, there were two hundred and two miles of railway in operation in the state.

On the third of September, 1883, the completion of the Northern Pacific Railroad (previously mentioned) was celebrated in St. Paul, and it was on a scale of magnificence never before witnessed on this continent. There were present hundreds of distinguished invited guests from Germany, England and other countries of Europe, the President of the United States, nine governors of states and territories, ten United States senators, twenty-six congressmen, nine generals of the army, twenty-five eminent railroad men, and fifty journalists.

Among the distinguished guests, were President

Arthur, General Grant, General Terry, General Sheridan, Hon. Robert T. Lincoln, then Secretary of War, and Ex-Secretary Evarts, besides a great number of very distinguished men from Europe. The procession occupied five hours in passing a given point, and was not less than fifteen miles in length. Henry Villard, then President of the road, was the great hero of the day.

At the close of 1885, there were in operation 6,721 miles of railroad in the state, and some fifteen trunk lines centering in St. Paul, which support extensive systems of lateral ramifications which penetrate every part of the northwest. These are all under the control of ten distinct railroad corporations, of which six have their terminal headquarters in St. Paul, to-wit: the Northern Pacific, the St. Paul, Minneapolis & Manitoba, the Chicago, St. Paul, Minneapolis & Omaha, the Chicago, St. Paul & Kansas City, the Burlington & Northern, and the St. Paul and Duluth. Division offices of the Chicago, Milwaukee & St. Paul are also maintained here. The shops of the Omaha, Duluth, Manitoba, and Northern Pacific companies, are located here, and thousands of men are employed therein,

Many of these corporations have elegant and substantial buildings, built and owned by themselves, for their offices and headquarters. The general office building of the Northern Pacific cost \$165,000. They have about 400 acres within the city limits, on which are erected extensive stock yards, shops and elevators. The shops are most complete and extensive, built of brick, lighted by electricity, and heated by steam.

The Wisconsin Central have already expended large sums in making improvements. They have about

300 acres in St. Paul, on which it is thought they will build shops in the near future.

The Chicago, St. Paul & Kansas City is comparatively a new company here, but they are doing an immense business. They have expended large sums during the past two years, and their live and energetic president is placing the company upon a basis where it must soon have a commanding influence. The same however can be said of all the other trunk lines; for the local improvements by the railway companies are simply bewildering. There is a continued starting of new shops, or the laying of new tracks, or other improvements by this or that line.

The St. Paul, Minneapolis & Manitoba road was organized in 1879, and by its branches now covers the great wheat-raising areas of northern Minnesota,—the far-famed Red river valley, and is still pushing onward to the remotest regions of the northwest. Since 1880, many new roads have been organized, chartered and built, and are now doing an immense amount of business.

During the past year the Northern Pacific has built and completed 295 miles of road; the St. Paul, Minneapolis & Manitoba, have extended their Montana line to the Great Falls of the Missouri and to Helena; and the Chicago, St. Paul & Kansas City railway has expended \$200,000, at South Park, in shops and new machinery, and have rendered them the most complete and best arranged of any west of Pittsburgh, excepting the Pullman shops. Most of the lines have been newly equipped with elegant cars having every convenience and modern improvements.

The Chicago, St. Paul, Minneapolis & Omaha railway, called the "Northwestern Line," has for its

motto "Always on Time," and it seems to be an established fact that it is not only always on time, but it is the leader in all the great improvements introduced in the northwest for the comfort and convenience of its patrons. It was the first line in the northwest to introduce sleeping cars, the first to introduce dining cars, and the first line to introduce the Pullman and Wagner famous vestibuled train service between the Twin Cities and Chicago. Its entire equipment seems a palace on wheels, and to this enterprising and progressive road belongs the honor of introducing this magnificent service.

The extension of the old lines and organization of new ones have opened up a wonderful breadth of country, of great undeveloped wealth, including the mining and lumbering interests of Wisconsin, Michigan and northern Minnesota, and the great wheat fields, stock ranches and mining interests of Dakota and Montana, all of which territory is tributary to St. Paul.

Freight receipts and shipments, by carloads, as kept by Mr. W. G. Gates, secretary of the Board of Trade, makes a good showing, notwithstanding the increased river business and the interstate commerce law. The following is a statement of the receipts and shipments of grain, live stock, produce, merchandise, etc., in car lots, for the year 1887:

Months,	Rec'ps.	Ship's	Months.	Rec'ps.	Ship'ts
January	10,424	5,898	July.....	13 007	8.188
February	12,072	6,840	August.....	13,703	8.231
March.....	16,135	10,684	September.....	14,353	7,775
April.....	13,639	10,024	October.....	14,964	7,690
May	14,111	9,633	November.....	13,396	5,999
June.	14,659	9,784	December	11 571	5,702

1887.....Total Receipts, 162,016.....Total Shipments, 96,448

1886.....Total Receipts, 122,381.....Total Shipments, 74,267

C. B. Brunson, secretary St. Paul Union Depot Company, reports:

Daily passenger trains out, local (Union Depot).....	106
“ “ “ in “ “ “	106
“ “ “ out, through (Union Depot).....	31
“ “ “ in “ “ “	31
<hr/>	
Total passenger trains in and out Union Depot.....	274
Average number of passengers passing through Union Depot daily	15,000
Daily passenger trains in (other depots).....	39
“ “ “ out (other depots).....	39
<hr/>	
Total passenger trains in and out St. Paul daily.....	352

The employes at the depot handle about 55 tons of U. S. mail matter daily, and the express matter has increased to gigantic proportions.

The general government has granted to railroads within this state 12,151,527 acres of land, and the state has given 1,811,750 acres of swamp and other lands, making a total of 13,933,277 acres of land within the state, given to railroads; valued on the average at \$5 per acre, it makes the grand total of \$69,666,385, thus given to them. In addition, local, county and state bonds, bonuses, etc., have been given to them to the amount of \$6,680,000, thus making, in lands and cash, a total gift of \$76,496,385.

STREET RAILWAYS AND RAPID TRANSIT.

The St. Paul City Railway Company was incorporated in 1872, and in 1884, Mr. Thomas Lowry purchased the controlling interest therein, and has since made most wonderful changes and improvements, extending it in every direction, adding new lines and making the system most complete for the comfort and convenience of passengers.

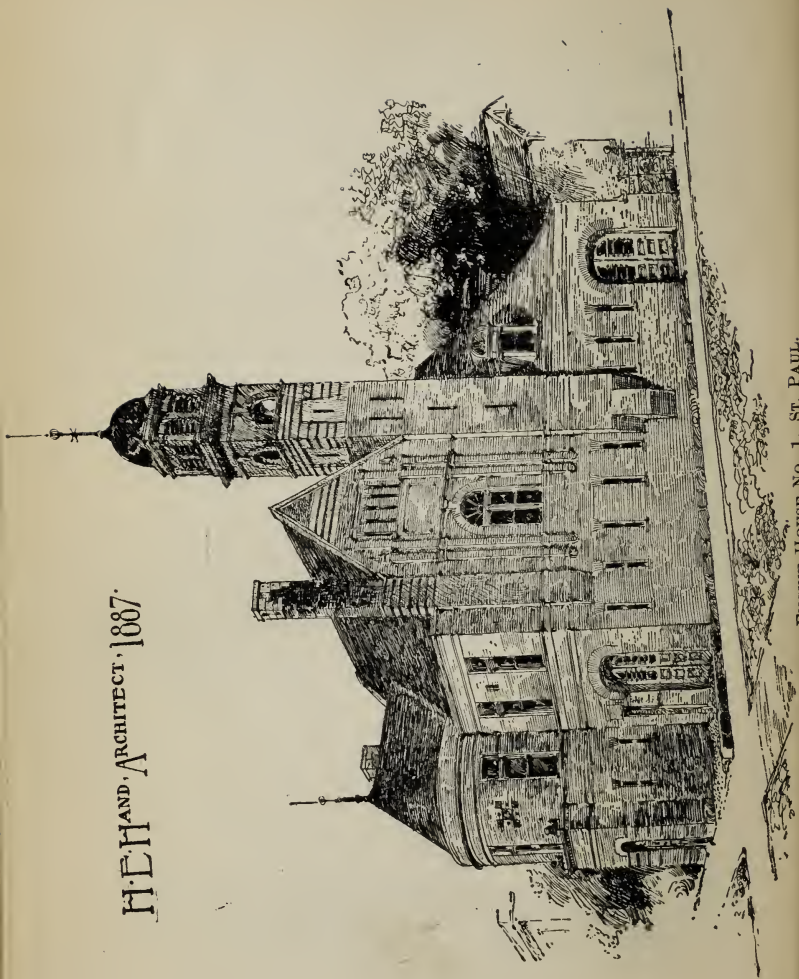
During the past year this company has built and completed a cable line, running from Broadway west-

ward to St. Albans street, a distance of nearly four miles, passing up Fourth and Third streets, and through Selby avenue. The equipment of the road is now complete with all the modern improvements. Other cable lines are about being built, to run in other directions to various parts of the city.

The company has now in use some 128 street cars, 750 horses, 200 mules, and about 300 employes, and 50 miles of track. The horses used on the roads are all in good condition—well fed, well groomed, and have the best of care, most of them are fine looking animals, full of life and energy. The cars are roomy, comfortable and cleanly, heated in winter, and by the use of the snow-plow and other modern appliances, are kept running during the severest winter months, and usually on time. There are now twelve cable motors in use, and sixteen cable coaches.

It is expected that an electric railway will soon be built to Minneapolis, taking in some of the northern and western suburbs, and affording cheap and rapid transit. A company has already been incorporated, having this object in view. The South St. Paul Rapid Transit Company have commenced the construction of an elevated electric railway, connecting St. Paul, West St. Paul and South St. Paul, and a motor line is now in operation on the west side. We shall soon see a system of elevated electric railways running out from the city in every direction, thus enabling our business men to step out from their offices and stores, throw off the cares and labors of the day, and in a few moments find themselves at their homes in the midst of the restful influences of nature, in some one of our suburban villages.

H. E. HAND, ARCHITECT, 1887.



ENGINE HOUSE NO. 1, ST. PAUL.

CHAPTER XIII.

Fire, Police and Health

DEPARTMENTS.

ORIGIN, GROWTH AND MODERN APPLIANCES.

IN her early years, St. Paul suffered greatly by fires, and was without any of the modern appliances for extinguishing them. They had, it is true, their pails and their buckets, which they passed from hand to hand along the lines which had been formed, some times extending a quarter or half a mile, while in winter they could shovel snow on the fire, or snowball it, which in one instance they did successfully. But this was slow, tedious work, and the fire usually came off the victor.

As late as December, 1851, one of the papers published here, said ;

“St. Paul is entirely destitute of means for extinguishing fire. Measures should be taken at once to form a hook and ladder company. Should a fire occur, let every citizen repair to it with a bucket of water.”

THE FIRST FIRE.

The chapel erected by Rev. Mr. Neill, on Washington street, was burned in 1850, and this was the first building ever burned in this city. In January, 1867,

Christ Church, erected on the corner of Fourth and Franklin streets, was destroyed by fire, having been completed but a week or two previous.

Prior to this time, as stated in one of the papers, some dozen hotels had been burned, among which was a large one erected by Daniels & Wasson, near the upper landing, which was laid in ashes in June, 1852; also the Sintomine Hotel, erected by Mr. N. W. Kittson, near the corner of Sixth and John streets, in October, 1854, soon after its completion; also the Winslow House, near seven corners, in October, 1863; and in May, 1866, the Cosmopolitan Hotel, with about a dozen other buildings, was destroyed. In January, 1867, the Mansion House, corner of Wabasha and Fifth, was burned; and a year or two after the large International Hotel, formerly the Fuller House, was laid in ashes. Many large fires also occurred during these years; one in August, 1857, on Third and St. Peter streets, which swept away some twenty buildings and in the same month, another on Robert street cleaned out all the frame buildings between Third and Fourth streets.

In December, 1859, another serious fire occurred, destroying several buildings on Third street; and another still more serious one, in March, 1861, which destroyed most of the buildings on both sides of Third, between Robert and Jackson streets, breaking up, for the time being, about twenty-five business houses. In 1851, a hook and ladder company was organized by some of the young men, and money enough was collected to pay for the few ladders purchased. They however soon fell into disuse, for the members got tired of carrying them upon their shoulders, and, having no trucks or wagons for that purpose, they were

laid aside, and at length the company disbanded. In March, 1855,

THE PIONEER HOOK AND LADDER COMPANY, was organized, with twenty-eight members, and a second-hand hook and ladder truck was purchased from a company in Philadelphia.

A small fire engine was also purchased, and was the only fire engine in the city for some two or three years thereafter. It was an old-fashion hand engine.

In 1857, two fire companies were organized; one was called the "Hope Engine Company, No. 1," the other the "Minnehaha Engine Company, No. 2," and in 1858, they received from Philadelphia two new hand fire engines, which had been previously ordered. In August, 1866, the

FIRST STEAM FIRE ENGINE

was received, and assigned to the Hope Engine Company. It was named "City of St. Paul," and the boys had a glorious good time exhibiting the "machine," and testing its capacity. In April, 1867,

HOPE HOSE COMPANY NO. 1,

was organized; and in the summer of 1873, two more new steam fire engines were received.

Thus, step by step, from an insignificant beginning, has sprung up

OUR PRESENT FIRE DEPARTMENT,

so splendidly organized, so admirably managed, so thoroughly equipped, so perfectly systematized in all its details, and so effective in its work, as not only to be a credit to our city, but unequalled by the fire department of any other city of its size.

With the rapid growth of the city, the department has been enlarged, and the facilities extended, and

improvements made to meet the requirements of the large and high buildings in the business centre of the city, and the extension of the residence districts in every direction.

During the past year, five new engine houses have been erected, and an addition to Engine House, No. 9, the total cost being \$74,868, which includes those built and equipped on Dayton's Bluff, West St. Paul, Hamline, and Merriam Park. All of these buildings are of brick, and of elegant designs, and contain all the latest improvements.

During the past year, there have been purchased three new fire engines, two chemical engines, three hook and ladder trucks, one turn-table hook and ladder truck, one wagon, and ninety-four hundred feet of hose, at the total cost of some \$31,790.

The Apparatus of the Department

There were on the first of January, 1888, in the service of the department.

Steam Fire Engines.....	10	Fire Alarm Boxes.....	95
Chemical Engines.....	9	Registers.....	11
Hose Carriages.....	10	Miles of Wires.....	100
Hook and Ladder Trucks.....	7	Poles.....	860
Feet of Hose.....	25,000	Gongs.....	7
Horses.....	93		

Also, 19 Engine houses and 16 Lots.

The Force of the Department.

The force of the department consisted of

Chief Engineer.....	1	Engineers.....	9
Assistant Chief Engineers.....	2	Pipemen.....	44
Acting Third Assistant Engineer.....	1	Truckmen.....	37
Superintendent of Fire Alarm Telegraph.....	1	Drivers.....	33
Master Mechanic.....	1	Blacksmiths.....	2
Captains.....	16	Watchmen.....	15
Lieutenants.....	23	Linemen.....	2
		Operators.....	4
		And others.....	

Total officers and men..... 200

Value of Property.

Personal Property, valued.....	\$223,204,70
Real Estate, valued.....	272,350,00
Grand Total.....	\$495,554,70

Running Expenses.

The running expenses for fourteen months from November 1, 1886, to December 31, 1887, amounted to the sum of \$308,079,18.

This department is under the management of a

Board of Fire Commissioners,

now composed of the five following named gentlemen: Reuben Warner, president; J. C. Prendergast, vice-president; C. N. Parker, George W. Freeman, Paul Martin; Wm. O'Gorman, secretary.

Officers of Fire Department.

John T. Black, Chief engineer; John Jackson, first assistant chief engineer; M. F. Keleher, second assistant chief engineer; Wm. M. Kellogg, acting third assistant chief engineer; Isaac R. Jenkins, superintendent fire alarm telegraph.

The chief engineer, John T. Black, is a most competent, reliable and energetic officer. He is a gentleman of large experience, having been in active service for several years. The other officers and men are veterans in the service, obedient to orders and reliable.

OUR POLICE DEPARTMENT.

The city is blessed with a good police as well as fire department. Prior to 1861, the small police force numbered but four men, and was unable to cope successfully with the large number of thieves, roughs and ruffians that had congregated here, and crimes, from murder down to petty larceny, were of daily

occurrence. A vigilance committee was organized, and special policemen appointed to patrol the city at night, to protect life, guard property, and keep the peace.

The state of affairs was such that it became absolutely necessary to increase the regular police force, and consequently, during that year, eight more were added, making twelve policemen in all. This was deemed sufficient at the time, quiet and peace were in a great measure restored, and crime materially lessened. In 1875, the

Entire Police Force

of the city numbered only twenty-four men, including officers and patrolmen. From time to time since then, the force has been increased as the growth of the city demanded.

On the first of January, 1887, they numbered in the aggregate, 110 men. Chief Clark, in his annual report of that year, set forth that this force was entirely inadequate, and consequently a bill was passed during that session of the legislature authorizing the city council to add to the force thirty patrolmen, three new captains, two lieutenants, four sergeants and two detectives. Many of these appointments were made by the mayor.

The Police Force at Present:

Chief—JOHN CLARK.

Senior Captain.....	1	Driver Workhouse Wagon.....	1
Captains	3	Clerk	1
Lieutenants.....	5	Sub-Stations.....	4
Sergeants.....	8	Police Alarm Boxes, with	
Chief Detective.....	1	Telephones.....	12
Detectives.....	4	Police Alarm Boxes, without	
Patrolmen.....	124	Telephones.....	24
Drivers of Patrol Wagons.....	5	Mounted Police.....	9
Jailors	4	Horses in Police Department.....	21
Bailiffs Municipal Court.....	2	Patrol Wagons.....	4
Pound Masters.....	3		

Four new sub-stations have been opened, and the city divided into five districts, and returns are made to the various stations and the old central station. Chief John Clark is a most competent and experienced officer, and the department is now composed of a splendid body of efficient and vigilant men, who look sharply to the interests and protection of the city. The chief has asked for additional detectives and patrolmen to meet the wants of the largely increasing territory of the city.

THE HEALTH DEPARTMENT.

By an act of the legislature to re-organize the health department of our city, it made it consist of a commissioner of health, the chief of police, the corporation attorney, and other assistants therein named. By the act, the commissioner was to be appointed by the Mayor, on or before the second Monday of March, 1887, and to hold office for four years. He was to give a bond of \$3,000, and his salary was to be \$2,500 per annum. He was to appoint an assistant at a salary of \$1,500, seven health officers, two meat and one livestock inspectors, with salaries of \$840 each; also with power to increase the force, if necessary.

The health officer has the general control over all city sanitation, and his jurisdiction extends over all lakes and water-courses in Ramsey county. The corporation attorney is his counsel, and the chief of police is required to execute his orders. The department is well organized, and now composed of the following officers: Henry F. Hoyt, M. D., commissioner of health; A. P. Hendrickson, assistant commissioner; John Clark, chief of police; Wm. P. Murray, corporation attorney. Health Inspectors—P. H. McManus,

J. R. Storr, W. G. Henke, A. L. Robinson, J. B. Green, John Fitzgerald. Meat Inspector—Geo. Lamb. Stock Inspectors—Thomas Conway, John Gottscheimer. In charge of Infirmary—Emile Wichart. Contagious Diseases—Henry Meyerding.

This city has the lowest death rate of any city of its size in the country. The following statement in tabular form shows our population and death rate for a period of six years last past.

Year.	Estimated Population.	Total No. Deaths.	Death Rate.
1882.....	80,000.....	1,322.....	16.52
1883.....	90,000.....	1,304.....	14.40
1884.....	100,000.....	1,567.....	15.67
1885.....	111,397.....	1,346.....	12.08
1886.....	125,000.....	1,519.....	12.15
1887.....	150,000.....	1,918.....	12.78

The death rate of 12.78 for the year 1878, is predicated upon an estimated population of 150,000. This estimate is considered too low by many, who contend that the estimate should be based upon a population of 175,000. If this had been done, the annual death rate for 1887 would show the low figure of 10.94.

The death rate of Syracuse, N. Y., for 1886, was 14.93; of Indianapolis, Ind., 15.05; of Erie, Pa., 15.70; of Richmond, Va., 17.32; of Providence, R. I., 18.32; of Brooklyn, N. Y., 21.59; of Newark, N. J., 28.59; of Chicago, Ill., 18.70; of Boston, Mass., 22.40; of New York City, 25.53; of New Orleans, La., 26.57. There are no large cities, either in this country or in Europe, which can compare with St. Paul in the matter of healthfulness.

CHAPTER XIV.

Educational Advantages.

SCHOOLS, SEMINARIES AND COLLEGES.

IT was the wise remark of an emperor of France, that, "After all it is education that makes men."

It is pre-eminently true, that education is essential to fit men both to govern and to be governed. General intelligence, under the conservative influence of moral principle, is the great bulwark and safety of our country.

We read of the time when the Puritans, exiled on these wilderness shores, laid the foundation of this Republic, and laid them in intelligence and holiness. Next to the Bible and the sanctuary, they valued their school room, and at once devised their institutions of learning upon a basis that Europe, with the advance of ages, could not but admire.

We have the highest advantages, the most complete facilities, and as bright examples of intellectual eminence, as any nation, ancient, or modern; examples too, from every class of society, men who, by their own efforts, have arisen from the obscurest walks of life to intellectual eminence, adorning alike the bar, the senate chamber, and the chair of state.

MINNESOTA HAS AMPLE FACILITIES

for the education of her youth, and the improvement and intellectual elevation of her people.

In this city of St. Paul, these facilities are greatly multiplied. The means of education all alike possess, and the son of a poor laboring man can be educated as well as the son of a millionaire, for he has the means and the opportunity afforded him to be well educated, and that at the public expense. The great intelligence, and the great prosperity and good order of this city, arises chiefly, not from the great learning possessed by a few or any part of her citizens, but from the great number of schools, and from the enlightened state of the minds, and education of the whole population.

Few cities of her size can be found in the country, which contain so many thoroughly educated mechanics, artisans, and business men as St. Paul,—men possessing so large a store of useful knowledge, acute in comprehension, clear and sound in reasoning, and eloquent in the conveying of their views and ideas to others. You can find some of these men in our Chamber of Commerce, some in our commercial, manufacturing and real estate boards, but many more in our offices, behind our counters, and at the work-bench,—men of strong minds, and determined wills, whose intelligence, influence and character have been powerful for good, and have promoted great enterprises, and given a proper tone to public sentiment.

But let us glance at the past, and see from what an insignificant source our present

GRAND PUBLIC SCHOOL SYSTEM

originated. The first school in St. Paul was established through the efforts of Rev. Thomas G. Williamson, who was a missionary among the Dakota Indians at Kaposia, three miles below the city. He wrote to the Board of National Popular Education, and the

letter was placed in the hands of Miss Harriet E. Bishop, of Vermont, who had been educated in the school of Miss Catharine Beecher, at Albany, New York, and without much delay Miss Bishop came on here for the purpose of opening a school. She landed July 10, 1847, at Little Crow village, four miles below St. Paul, and stopped for a day or two at the house of Rev. Mr. Williamson, and during the same month she opened her school here, in a mud-walled log cabin some 10x12 feet in size, with a bark roof, three six-light windows, and with one door so low that she was obliged to stoop on entering. It had once been used as a stable, and afterwards as a blacksmith shop. The furniture consisted of a cross-legged rickety table, which occupied the centre of the room, one chair for herself, and rough benches for the children.

This school opened with nine children, but only two of them were white. The structure stood on a site now known as the corner of Third and St. Peter streets. It was the

FIRST SCHOOL ESTABLISHED IN MINNESOTA.

The number of scholars soon increased to forty, but only eight of them were Americans,—and as more room was necessary, the school was soon removed to a larger structure on Bench street near Jackson. Miss Bishop also opened the first Sunday school here during the same summer, with but seven scholars, but on the third sabbath the number had increased to twenty-five.

In 1849, at a school meeting of citizens, it was recommended, and a resolution adopted, that three schools be opened, one on a lot to be donated by a Mr. Randall, located on Jackson street, one in the basement of the Methodist church, and one in Mr. Neill's "Lec-

ture Room," and by resolution they also recommended Miss Bishop, Miss Schofield and Rev. C. Hobart as teachers. At the same time they appointed a board of trustees consisting of Rev. E. D. Neill, Edmund Rice and William H. Forbes, with two or three others. No effective work, however, was done in school matters until 1856, when a

BOARD OF EDUCATION

was created, consisting of six members, two from each ward. Rev. Mr. Neill was appointed superintendent of schools, and filled that office for three years. The Washington school house was erected in 1857, and was dedicated on August 31st of that year. It was

THE FIRST SCHOOL HOUSE

built by the board of education, and cost about \$8,000.

In 1858, the Adams school house was dedicated; and soon after the Jefferson school house and a good corps of teachers were provided. In 1869, there were five good school buildings in the city, with twenty teachers, and over 2,000 scholars. From this time onward, our grand educational system has been fully developed, and perfected.

THE PUBLIC SCHOOL FUND

of the state of Minnesota, is one of the largest funds of its class, giving one acre of ground out of each eighteen in the entire state to the purposes of general education. In 1887, this school fund amounted to \$8,000,000, and it is estimated that the total fund will amount to \$16,000,000, when all the lands are sold.

By an act of the legislature, St. Paul is constituted one school district, and all public schools organized

therein are under the direction and regulation of a board of education, and all such schools are public and free to children, between the ages of six and twenty-one years inclusive, residing within the limits of the city.

The term of the old members of the board expired on June 5, 1888, and the following named gentlemen compose the present

BOARD OF EDUCATION.

President—Albert G. Postlethwaite; Vice-President—Charles L. Haas; Secretary—Otto Dreher; Treasurer—George Reis; Superintendent—S. S. Taylor. Inspectors—first ward, A. P. Croonquist; second ward, Wm. H. Cook; third ward, A. G. Postlethwaite; fourth ward, P. J. Giesen; fifth ward, L. H. Maxfield; sixth ward, C. L. Haas; seventh ward, B. F. Wright; eighth ward, C. A. Thomson; ninth ward, John Dowlan; tenth ward, L. J. Dobner; eleventh ward, Geo. F. Kuhles.

THE SCHOOL YEAR

commences on the first Monday of September, and consists of forty weeks, divided into three terms, as follows: The first term consists of sixteen weeks. After a vacation of two weeks, the second term commences, and continues twelve weeks. After a vacation of one week, the third term commences and also continues for twelve weeks.

There are two daily sessions in all the schools excepting the high school and training school. In these there is but one, commencing at 8:30 o'clock, A. M., and closing at 1 P. M.

The public schools of St. Paul are classified as follows, viz.: The primary schools, intermediate schools, grammar schools, training school, and high school.

The primary schools consist of two grades, and the intermediate schools of four grades.

TRAINING SCHOOL.

This department of the public schools was established for the purpose of training teachers for the schools of St. Paul. No pupil can be admitted to the.

HIGH SCHOOL,

who has not passed a satisfactory examination in the grammar schools. A full course of study in the high school is four years, and each pupil, at its completion, receives a diploma, signed by the president and secretary of the board of education, the principal of the high school, and the superintendent of schools. The graduating class gives a public exhibition at the completion of the course.

EVENING SCHOOLS.

These schools are opened on the first Monday in October, and continue until the last Friday of February succeeding, having the same vacations as the day schools. The pupils must be at least fourteen years of age.

SCHOOL BUILDINGS.

St. Paul has now thirty-one substantial and elegant public school buildings, built mostly of brick, well heated, well ventilated, with all the modern improvements and conveniences. These buildings have 298 class rooms and 15,810 sittings. The estimated value of the real and personal property of the board of education of the city of St. Paul, on December 31, 1887, was as follows, viz:

Aggregate value of school buildings.....	\$ 973 395
Aggregate value of sites.....	505,000
Aggregate value of heating and ventilating apparatus..	125,185
Aggregate value of furniture and fixtures	74,520
Aggregate value of other personal property.....	33.900
Grand Total.....	<u>\$1,712,000</u>

PUPILS ENROLLED.

The whole number of pupils enrolled during the year ending May 1, 1888, was 14,411, of which number 1,846, were from the evening school, and the average daily attendance was 8,722.

The total number of teachers, including those for the evening schools, was 312, all of whom were well qualified for their duties.

Average monthly salary paid male teachers.....	\$158.00
Average monthly salary paid female teachers.....	66.00

SELECT SCHOOLS, SEMINARIES AND ACADEMIES.

Outside of the public schools there are many parochial schools, select schools, seminaries and academies, numbering about forty, which have a very large attendance, and are well patronized; and two business colleges, well established and very popular. Each of the dozen Catholic churches has its parochial school.

COLLEGES.

Just outside the city limits, in East Minneapolis (formerly St. Anthony), is located the University of Minnesota, of which Cyrus Northrop, L. L. D., is president. It has an excellent faculty, and connected with it is the College of Agriculture, and the University Farm School. Gen. H. H. Sibley is now the president of the board of regents.

Within the city limits of St. Paul, are three other colleges, located in what is called the midway district. The oldest of these is

HAMLIN UNIVERSITY,
named after Bishop Hamline, of the Methodist Episcopal church, and is the oldest denominational college

in the state. Rev. George H. Bridgman, D. D., is the president of the college, and there are some six professors and several teachers.

The institution was organized and chartered in 1854, Ex-Gov. Ramsey being one of the incorporators. There are three large buildings, heated by steam, and having all modern improvements, connected with the University, which at present is in a very prosperous condition, financially, and its success is assured. The enrollment of students this year is 241. It has a library of 3,700 volumes and a large cabinet of 3000 specimens.

Within full view of Hamline, and but a short distance from it, within the limits of St. Paul, lies another denominational institution,

MACALESTER COLLEGE.

In February, 1853, it was incorporated as the Baldwin school, and the two-story brick building opposite Rice park, now used for city offices, and as headquarters for the police, was the first edifice erected for its use. It was completed and occupied by the school in December, 1853.

In 1854, a separate act of incorporation was obtained, for the purpose of having separate schools for pupils of each sex, and the one for the young men was enrolled as one of the colleges under the patronage of the "Society for Promoting Collegiate Education in the West."

Of this latter institution Rev. E. D. Neill was made president, and in 1854 it had thirty-four students. The financial crisis of 1857, and the civil war of 1861, and the absence of Rev. Mr. Neill, so crippled and embarrassed this school, that but little advance was made, and for a time was virtually closed. By the will

of Charles Macalester, deceased, of Philadelphia, certain property was left to trustees to be appointed by Rev. Mr. Neill, and the legislature of 1874, changed the name of Baldwin institution to Macalester college.

After disposing of the property thus left them, the trustees secured the present site of 40 acres, now within the limits of St. Paul, and erected the present college edifice, near Snelling and Summit avenues. At Mr. Neill's desire and repeated request, the trustees elected Rev. Thomas A. McCurdy, D. D., president, Doctor Neill accepting the professorship of history, English literature and political economy. It is a Presbyterian institution. There are some eight professors in the faculty. A temporary library hall was completed in the fall of 1887, and contains nearly 3,000 volumes. The college is now in a most prosperous condition.

ST. THOMAS AQUINAS SEMINARY.

This seminary (Catholic) is also located in the mid-way district, on Cleveland avenue near Summit, and in full view of Macalester and Hamline colleges. It was opened in the fall of 1885. The first year it had sixty students, the second year one hundred, and this, the third year of its existence, it has one hundred and ten students. There are two separate and distinct departments in the seminary, the classical and the theological.

The faculty is composed of Rev. E. F. McSweeney, D. D., rector and professor of church history, and eleven other professors. It has a large library, in which are many old and rare books, a large number of them having been purchased by Bishop Ireland while in Europe the past year.

The buildings of the seminary cost some \$60,000,

and the ground comprises some twenty acres, valued at \$60,000 more. On the ground south of the main building is a gymnasium 100x40, with all the appliances and apparatus for the cultivation of athletics. Great care has been given to ventilation; shafts run through every room, and in the shafts are steam pipes that create a current from the room to the outer upper air.

The locality of St. Thomas' is delightful, being at the edge of the woods which border the Mississippi river, and having the finest trees in all the neighborhood, within hearing of "Shadow Falls," and within a block of Summit avenue, which is being graded and laid out in a magnificent boulevard clear to the water's edge. Some attention is being given to the laying out and beautifying of the grounds, and the plans are being prepared by Mr. H. W. S. Cleveland, the celebrated landscape artist.

LIBRARIES OF ST. PAUL.

The State Library.

is in the capitol building, and Mr. W. H. H. Taylor is the state librarian, which office he has held for many years. It contains about 16,600 volumes, chiefly law and state documents. Its numerous reports are very valuable.

State Historical Society Library.

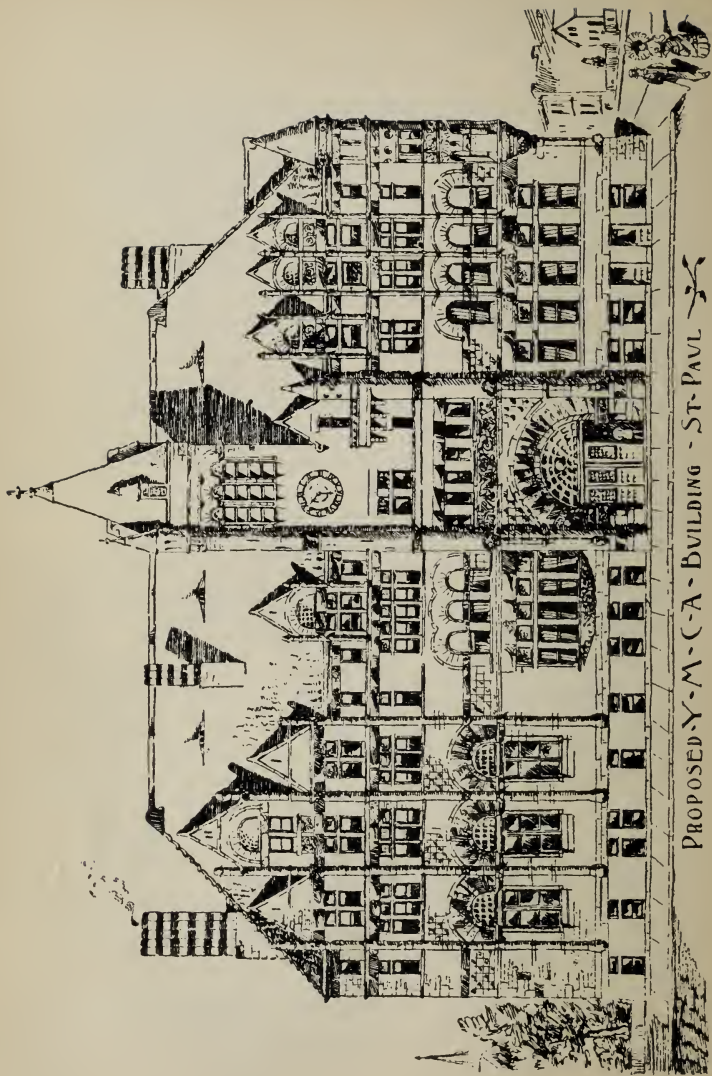
This Society has already been referred to, under the head of the state historical society. It is a large and valuable library, and has in it many rare old books. (*See State Historical Society.*)

The St. Paul Public Library.

An association called the "Mercantile Library Association" was organized in September, 1857, and

continued under that name for several years, accumulating quite a large number of volumes, having a reading-room connected therewith, and introducing several courses of interesting lectures. This was the basis of our present St. Paul public library, which was organized and incorporated September 25, 1881, and is now well managed, well patronized, and in a most prosperous condition. Its rooms are on the third floor of Ingersoll block, and it has now 15,200 volumes of valuable works.

By an act of the legislature of 1879, a tax levy of half a mill on the dollar was authorized for a library fund, and the library is thus maintained by a specific tax on the city property. The total expenses of the library for 1887 was \$4,824.65, and the sum paid out for books and periodicals during the year was \$3,794.41. The present officers of the association are : Alexander Ramsey, president; Maurice Auerbach, vice-president; Wm. H. Kelly, secretary, and Mrs. H. J. McCaine, librarian.



PROPOSED Y-M-C-A BUILDING - ST. PAUL

CHAPTER XV.

Our Places of Worship.

CHURCHES AND CEMETERIES.

ALTHOUGH St. Paul cannot boast of any grand old cathedral pile,—as London can of its abbey-church of Westminster, the Pantheon of England's greatest dead, where, under the groined roof of its vast and glorious nave, are the sculptured figures and tombs of kings and queens long mouldering in the dust, or of its St. Paul cathedral, with its mighty organ, and its immense dome, underneath which can be seen innumerable tombs to generals, and other military and naval heroes, yet, she can point with pride to the number and general character of her church edifices, their completeness, comfort and simple beauty, with an agreeable absence of ostentation about the architecture, and in place thereof a pleasant glory of humility.

St. Paul is not proportionally behind any of her sister cities in her sacred edifice, for she has within her city limits about one hundred church structures, and one hundred and sixteen religious organizations, with a large aggregate membership constantly increasing. The bishops, priests and pastors of these churches are, as a general rule, men of talent, learning and influence, and our simple, quiet, and really

beautiful temples, have been reared to the worship of Him who has so signally prospered our city.

The little log chapel, erected by Father Galtier in 1841, and named the St. Paul church, has passed away, but the good seed there scattered, sprung up and brought forth good fruit, which we can see from the numerous spires pointing heavenwards, rising from churches and cathedrals crowded with communicants. This first little chapel was enlarged in 1847, but being overcrowded, Bishop Cretin erected another, in 1851, on block 7, St. Paul Proper, as previously stated. In 1856, the corner-stone of the cathedral, corner of St. Peter and Sixth streets, was laid, with imposing ceremonies. Bishop Timon, of Buffalo, officiated, and during the same year the corner-stone of the old Assumption church, on Exchange street, was laid. The new Assumption church, on Ninth street, was erected in 1872-73.

In 1848, Henry M. Rice, offered to give \$200 in cash and ten lots whereon to build a Methodist church. This offer was accepted, and the edifice was soon after erected on Market street, and was known as the Market Street Methodist church. Mr. Benjamin Hoyt, a lay member, preached there from time to time, and he was called Father Hoyt. This society subsequently built a new church on Third street, near the corner of Summit avenue, and became known as the First Methodist Episcopal church.

The old church on Market street was purchased, in 1876, by the new Jerusalem church of this city, of which Rev. E. C. Mitchell is the pastor and Ex-Gov. Marshall one of its most prominent members. They worshiped in this church for upwards of ten years, but recently sold it for \$10,000, having purchased

a site on St. Anthony Hill, corner of Virginia and Selby avenues, where they have erected a simple but really beautiful edifice, wherein they now worship. The Jackson Street Methodist church was built in 1856. On the twenty-ninth of December, 1849,

A BAPTIST CHURCH

was organized with twelve members, and the church edifice erected the following year. It was a small building, having six windows on each side, and a cupola. The new first Baptist church was dedicated May 30, 1875, and was at that time the finest church edifice in Minnesota.

THE FIRST PRESBYTERIAN CHURCH

erected in St. Paul, was in 1849, by Rev. E. D. Neill, who, arriving here in the spring of that year, took steps at once, to organize a church. The church structure erected by him stood on Washington near Fourth street. It was burned in 1850, and was rebuilt on a site corner of Third and St. Peter streets. In 1855, he organized the House of Hope, and was its pastor for several years.

In 1850, Rev. Mr. Breck invited all citizens interested to meet at the house of H. A. Lambert, to take measures for organizing an

EPISCOPAL CHURCH

here. The organization was effected, and a church edifice completed in the spring of 1851, on Cedar street, and was called "Christ Church." It was dedicated on the twelfth of April of that year by Bishop Jackson Kemper, and Mr. Breck became its first rector. In 1866, a new edifice was erected on the corner of Fourth and Franklin streets, and opened for service January 13, 1867, Rev. S. Y. McMasters then being the rector—a few weeks afterwards it took fire from a defect

in the furnace, and was destroyed, but soon rebuilt.

From 1851 to the present time, many other new societies have been organized, and new church edifices have been erected. Besides the churches there are some two or three mission chapels, and the rooms of the

YOUNG MEN'S CHRISTIAN ASSOCIATION,

where services are held. This association is now in a most prosperous condition, and has a large membership. Their rooms are conveniently fitted up, and well supplied with books and papers for the use of its members and visitors. It has also a finely equipped gymnasium; and entertainments and lectures are given at stated times. This association now owns a valuable lot 150x150 feet on the corner of Tenth and Minnesota streets, opposite the high school building, on which, in the near future, will be erected for the use of the association a large and spacious building, complete in all its appointments, and with all the modern improvements, costing upwards of \$100,000.

THE GOSPEL TEMPERANCE UNION,

under the auspices of the Woman's Christian Temperance Union, is doing great good in religious and temperance work, having a free reading-room, well supplied with papers, magazines and books, donated by citizens. Religious services are held every sabbath, and musical or literary entertainments weekly.

CEMETERIES.

St. Paul has many really beautiful burial places for the departed, so appropriately termed "cities of the dead." In June, 1853, the

OAKLAND CEMETERY ASSOCIATION

was incorporated. This great enterprise was first suggested and partially projected by Benjamin F. Hoyt, who was an excellent man of the Methodist persuasion, and who was, for a time, the local preacher

in the Methodist church, and for the erection of which he largely contributed. He dealt largely in real estate and owned a valuable addition. He died in September, 1875.

Among the original corporators of the association were Alexander Ramsey, Rev. E. D. Neill, Henry A. Lambert, Sherwood Hough, Rev. J. G. Riheldaffer, B. F. Hoyt and several others. In August, 1853, the association purchased forty acres of land for \$1,600, at the head of Jackson street, and subsequently forty acres more were added, making it eighty acres—its present dimensions. Walks and roads have been laid out, and the grounds have been greatly beautified, and many marble and granite monuments erected, some of them being very elaborate and costly. It is a beautiful place, and being constantly improved.

The present officers of the association are: Gen. H. H. Sibley, president; Frank D. Willis, secretary and treasurer; J. M. Boxell, assistant actuary.

In 1853, Bishop Cretin purchased the grounds now occupied by St. Joseph's Academy, on Nelson avenue, intending it for a Catholic cemetery. It was used as such for three years, when, other grounds having been purchased, the bodies were removed to the new

CALVARY CEMETERY

near the Como road. This cemetery was consecrated in the fall of 1856, and comprises about fifty acres, admirably located and elegantly beautified. It has a mortuary chapel of great architectural beauty, and many elegant monuments. President—Bishop John Ireland; Secretary—J. P. O'Connor; Actuary—Dennis Redding.

There are several other cemeteries, among which are: The German Lutheran cemetery, on the west side of Cortland street, north of Oakland Cemetery; Mount Zion Cemetery (Hebrew); Norwegian Cemetery; New Lutheran Cemetery, and West St. Paul German Lutheran Cemetery.



GLOBE BUILDING.

CHAPTER XVI.

Newspapers of St. Paul.

ST. PAUL is acknowledged to have no equal in the northwest in the line of newspaper enterprise, and no city of her size on the continent excels her. In character, in merit, in influence, in their literary excellence, in their editorial or mechanical make-up, the papers published here as daily papers, or weekly, or monthly, cannot be surpassed anywhere. They are stamped with the western style, energy and inspiration, and have been, since James M. Goodhue started his first little sheet here, in 1849.

THE FIRST NEWSPAPER

ever *printed* in Minnesota was published by James M. Goodhue, who arrived here on the steamboat "Senator," with his press and printing materials, April 18, 1849, and the first number of his paper, which he called the "Minnesota Pioneer," was issued on the twenty-eighth of the same month.

When Mr. Goodhue first arrived here there were but about thirty small buildings in the place, and but a handful of people in the whole territory, and the majority of those were Canadians and half-breeds.

THE DIFFICULTIES HE EXPERIENCED.

After landing, Mr. Goodhue, with his men, went to the Bass tavern, corner of Third and Jackson streets, to board, and managed to secure the lower story of an

old building for a printing office, it being the only vacant room in the settlement. In a subsequent article in his paper, he said:

"The weather was cold and stormy, and our office was as open as a corn-rick; however, we picked our types up, and made ready for the issue of the first paper ever printed in Minnestoa. * * * We determined to call our paper the MINNESOTA PIONEER. One hindrance after another delayed our first issue to the twenty-eighth of April. * * * We had no subscribers, for there were but a handful of people in the whole territory. * * * The people wanted no politics, and we gave them none. * * * We advocated Minnesota, morality, and religion from the beginning."

In his first issue, he speaks of his printing office, as follows:

"We print and issue this number of the PIONEER in a building through which out-of-doors is visible by more than five hundred apertures; and as for our type, it is not safe from being *pied* on the galleys by the wind."

In his issue of June 28th he says:

"*Stop that rooting under our floor!* We are no Jew, but a gentile, or the rooting nation under our editorial sanctum, instead of a respectful notice with our pen would get punched with a sharp stick. Not that we would find fault with the pigs, for it is all owing to their bringing up. But really our equanimity is somewhat ruffled, if our chair is not jostled by the movements of their hard backs under our loose floor."

A SECOND PAPER.

There was another paper started about the same time, and issued a day or two earlier, but its first issues were printed in Cincinnati. It was published by Messrs. Randall & Owens, and was called the "Minnesota Register."

A THIRD PAPER,

called the "Minnesota Chronicle" was published by Col. James Hughes, and issued June 1, 1849, presses

and printing material for the same having previously arrived.

During the year the "Chronicle" and "Register" were consolidated into one, and called the "Chronicle and Register," and was published by McLean & Owens, the other gentlemen having disposed of their interests in them. This paper became the whig organ in the territory.

AND STILL ANOTHER.

In December, 1850, the "Minnesota Democrat" was issued, having been started by Col. D. A. Robertson. It continued until 1855, when it consolidated with the Pioneer, under the name of "The Pioneer and Democrat."

Mr. E. S. Goodrich purchased the "Pioneer," in March 1854, and after May 1st of that year, it was

ISSUED AS A DAILY PAPER.

The other two papers became dailies about the same time.

On May 15, 1854, the "Daily Times" appeared, edited and published by Thomas M. Newson. It was sold in 1861, to Gov. W. R. Marshall, who changed the name, and issued it as

"THE DAILY PRESS."

It proved to be a very popular paper, soon absorbing the "Minnesotian," and was the leading journal of the state. Joseph A. Wheelock was then the assistant editor.

In October, 1858, the "Daily Free Press" made its appearance as an evening paper. It was published by Allbright & Co., but after running six or eight months, it went the way of all the earth—died and was buried out of sight.

In the fall of 1862, the "Daily Union" was established by Mr. F. Driscoll, but in the spring of 1863 it was merged in the "Daily Press."

THE DAILY "DISPATCH,"

an evening journal, was first published by H. P. Hall and David Ramaley. In 1875, the "Pioneer" and "Press" were consolidated into one, under the name of "The Pioneer Press," and since known only by that name, and being in fact, the direct successor of the first newspaper printed in Minnesota.

JAMES M. GOODHUE,

its founder, was a rapid and deep thinker, quick in conception, bold fearless and forcible in expression, and at times most bitter and sarcastic, as if his pen had been dipped in gall or wormwood. Yet, he was greatly beloved and respected, and through his paper, assisted materially in building up the settlement. His paper was a powerful immigration document; it gave bright and glowing descriptions of life in the territory, which were copied in papers published all over the country, and by reading these descriptions thousands were induced to immigrate here.

Mr. Goodhue was born in Hebron, New Hampshire, March 31, 1810, graduated from Amherst College in 1832, studied law and practiced it for a time in New York City. He subsequently came west and had charge of the editorial columns of the "Wisconsin Herald," published at Lancaster, and came to St. Paul in the spring of 1849. He died in the prime of life, on the twenty-seventh of August, 1852, and Rev. E. D. Neill preached his funeral discourse to an immense audience.

There are now some thirty papers published in St. Paul, including all those issued daily, weekly and

monthly, and they are printed in various languages. The two morning daily newspapers are the "Pioneer Press," and the "Globe," both of which always have eight pages or more—frequently sixteen, and occasionally twenty-four.

THE PIONEER PRESS COMPANY

was incorporated April 10, 1875, and is a stock company. The following are its present officers: President, Joseph A. Wheelock, who is editor-in-chief; Treasurer and Business Manager, Frederick Driscoll; Secretary, F. Driscoll, Jr.

The "Pioneer Press" includes three editions—the daily, the weekly, and the Sunday. The daily is a large, seven-column, eight-page paper, having six issues per week, and having usually a supplement of two or four pages. The Sunday edition is a large double number, of from sixteen to twenty-four pages, filled with the best current literature, as well as all the general and political news. The weekly contains a carefully prepared summary of all the news of the week, and in all its departments is arranged with great care and discrimination.

This paper is, in all its issues, most ably edited and managed, having a complete corps of editors, reporters and correspondents, and secures contributions to its columns from the best writers and thinkers of the age, both in Europe and America. It has its own telegraphic wires and operators.

The company also carries on a most extensive business in lithographing, book printing and binding, and electrotyping, and have also connected with their establishment a wholesale paper and stationery jobbing house, for the sale of paper, stationery, and printers' stock of every kind and variety.

All these departments are fully equipped with all modern conveniences and appliances,—with elevators, engines, presses, and abundance of machinery, all of the latest and most approved pattern. The employes number about 400, in all the departments, and their combined salaries amount to about \$300,000 per annum. The paper has a very large circulation throughout the



NEW PIONEER PRESS BUILDING.

whole northwest. It is an independent republican organ. During the last Ice Carnival, the Pioneer Press Club (composed only of their own employes) made a fine appearance in their really rich and beautiful uniform, numbering nearly two hundred members.

They have now in course of construction a mammoth building, on the corner of Fourth and Robert streets,

which, when completed, will be the most elegant and convenient newspaper building in America. Its height will be twelve stories.

THE ST. PAUL "GLOBE" PUBLISHING COMPANY

is also an incorporated stock company, with a capital of \$200,000, and they publish the daily, Sunday and weekly "Globe," same as the "Pioneer Press," and the paper is about the same size, and also with supplement to daily from two to four pages. It is the leading democratic paper of the northwest, and has also a large circulation, which, under the present management, is constantly increasing.

It was first issued in January, 1881, being then owned by a stock company, with Mr. H. P. Hall as manager; but on the first of February, 1885, the paper, with all its appurtenances, passed into new managerial hands, with additional capital.

Mr. Lewis Baker, formerly connected with the "Wheeling Register," (W. Va.), became its new editor-in-chief and general manager. Mr. Baker is a most competent gentleman, and of large experience in literary and editorial work, practical in every department of a newspaper office and thoroughly understanding his business. The result of this change has been decidedly marked and most successful. New life, new influence, and real merit in all its departments has been given to the paper, and it has been greatly improved in its make-up and general appearance. Nor is this all, the paper has already become a most popular journal among all classes, its circulation has largely increased, it has been placed on a firm basis, and its present condition is most prosperous. The increase of subscriptions to the paper under Mr. Baker's management has been phenomenal. The

Globe Publishing Co. have recently moved into and now occupy a mammoth ten-story fire-proof building of stone, brick and iron, on the corner of Fourth and Cedar streets, with all the modern improvements. It is a convenient and elegant structure, as will appear from the cut herein. Both the "Globe" and the "Pioneer Press" are using Hoe & Co.'s latest improved perfecting presses, which cuts the paper a suitable size from a continuous roll, prints both sides at once, and throws off newspapers printed, folded and ready for delivery at the rate of 10,000 to 12,000 per hour.

THE ST. PAUL "DISPATCH,"

of which Mr. George Thompson is the editor, is an evening paper published by the Dispatch Company. It is a most popular paper among all classes—one everybody wishes to read after the labors of the day, and its price brings it within the reach of all, being only two cents per copy. It is a bright, newsy, spicy paper, fearless and outspoken in its editorials—thinking its own thoughts, speaking its own words, and conveying its own ideas to others, in a manner to be commended.

We do not misrepresent Mr. Thompson, nor commend him more than he deserves, when we say that his indomitable pluck, superior business sagacity, untiring energy, and splendid editorial ability has made the "Dispatch" the newsiest, brightest and the most popular evening paper in the Northwest. Its circulation daily is about 12,000 and constantly increasing. It has an experienced editorial staff, with daily telegraphic service, and its reporters are gentlemanly, energetic fellows, and capital good news gatherers. Its local items are always interesting and usually correct.

"THE DAILY NEWS"

is another evening paper, which was started some seven months since, but changed hands in July last, and is now run as an independent democratic paper. Under its present management it bids fair to become a very popular paper among the masses, being bright, newsy, and well edited.

"THE VOLKSZEITUNG"

is also an evening paper, published in German. It is an independent sheet and one of the most influential German papers in the country. It has a large circulation among the German residents, and is a paper of much merit.

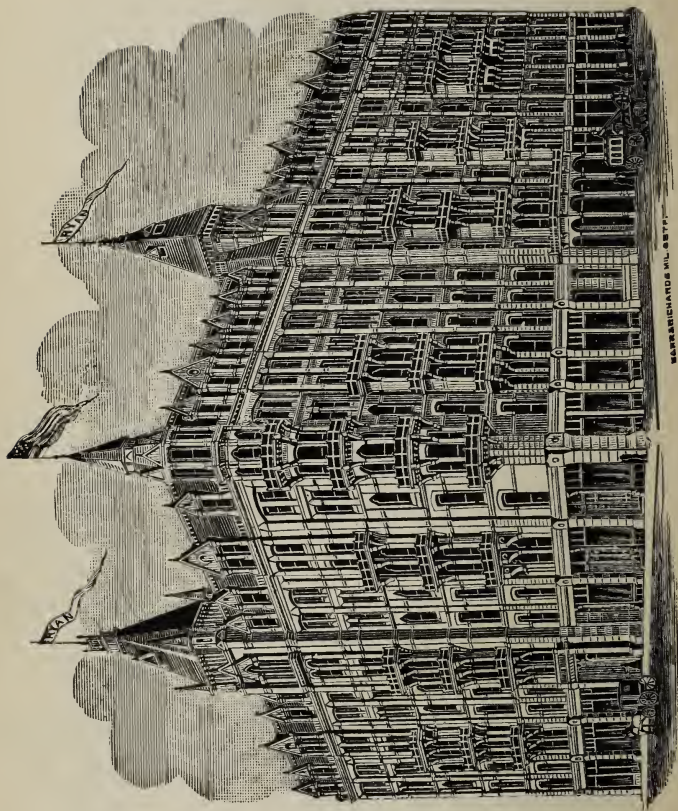
There is also the "West St. Paul Times," and the "Daily Northwestern Railway and Hotel News," of which latter about 10,000 are distributed daily in the hotels and on the cars. It is published by Mr. D. E. Roselle, and is a first-class advertising medium.

There is also an agricultural paper, "The Farmer," published by Geo. W. Hill—an excellent paper and well conducted; also one commercial, and one real estate paper, besides several others, weekly, semi-monthly, and monthly, in the interests of trade and the professions, all of merit and value.

Among the five monthly papers, the one most widely circulated is

"THE NORTHWEST,"

which is an illustrated monthly journal of literature, agriculture and Western progress, of which E. V. Smalley is the editor and publisher. Its articles and editorials are of great merit, its illustrations excellent, and the magazine one of great value.



W. G. B. 1877

HOTEL RYAN.

CHAPTER XVII.

The Hotels of St. Paul.

NOTHING is more pleasing to the stranger, the tourist and the traveling man, when absent from his own fireside, than a good comfortable house, with good accommodations, all neat and clean, with the warm grasp of the hand, and the smiling countenance of the landlord beaming upon him. It makes the very atmosphere seem home-like and enjoyable.

We have many such caravansaries here, first-class, with every convenience for comfort. The first hotel in St. Paul is often referred to by the old settlers as

THE OLD BASS TAVERN,

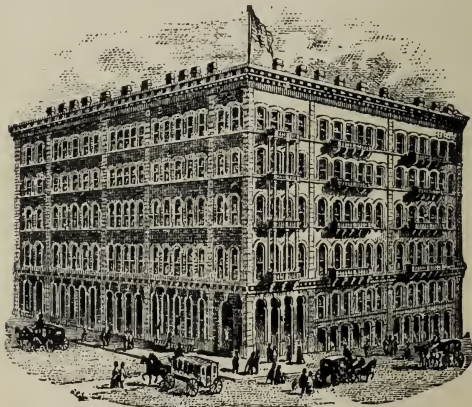
which was opened in 1847, by Mr. J. W. Bass. Prior to that time, in 1846, one Leonard H. La Roche purchased from Henry Belland a small tract of ground described in the deed as "bounded on the front and back by Henry Jackson's land, and on the sides by McLeod and Desmaris." The consideration was \$165. It was the same site on which stands the Merchants hotel of to-day. During the last named year Mr. La Roche erected a log structure thereon, which property he sold, in 1847, to S. P. Folsom, after somewhat enlarging and improving it.

In August, 1847, Mr. Bass leased the building at \$10 per month, opened it as a hotel, and gave it the name of "The St. Paul House." The first part built was 20x28 feet, a story and a half high, and built of tamarack logs hewed square. The building stood on quite

a bank, and when this was dug down in 1853-4, to grade Jackson and Third streets, the log tavern was left a story above ground, under which a stone basement was built. It was then a good-sized building, additions having been previously made.

It was in this hotel that the territory was organized by Gov. Ramsey and other federal officers, in 1849, and the postoffice was held in it for two years, and for some time it was the only hotel in the settlement. Mr. Bass retired from the hotel business in 1852; and, after changing hands several times, it was leased by Col. John J. Shaw, who continued its proprietor until 1873, when he was succeeded by Col. Alvaren Allen.

In 1870, the old building was taken down to give way to the

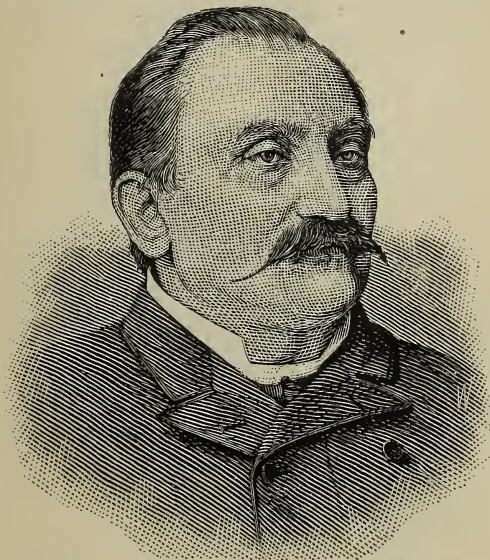


MERCHANTS HOTEL OF TO-DAY,

and on June 1st of that year, the corner stone of the present building was laid by the Old Settlers' Association, with appropriate ceremonies.

For fourteen years, the hotel was under the success-

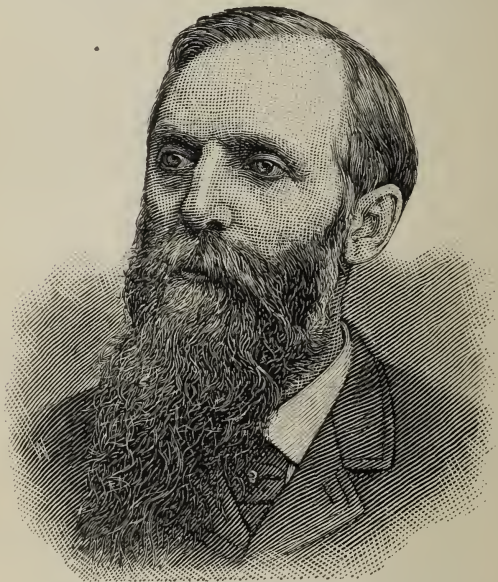
ful management of Col. Allen, who was an exceedingly popular man among all classes, and, it proving to be a paying business, on or about the month of June, 1883, he purchased the property, the consideration being some \$275,000. It proved to be a good investment, for the property is now worth at



F. R. WELZ, PROPRIETOR OF THE MERCHANTS HOTEL.

least \$500,000. In 1887, Col. Allen leased the hotel proper, and sold all the furniture to Col. F. R. Welz, the present very popular proprietor, who has had a long experience in the hotel business. For his two assistants he has Mr. F. E. Snow and John H. Dodge, both experienced men, who have a host of friends and who were formerly with Col. Allen.

This hotel is one of the finest buildings in the city—a massive brick building, five stories high, with some 250 rooms, and within a block and a half of the Union depot. It has ever been the favorite resort of the old settlers, merchants, business and public men, poli-



F. E. SNOW, OF THE MERCHANTS HOTEL.

ticians and traveling men, and has a national reputation. It is in excellent condition, having all the modern improvements and grows more popular daily.

THE CENTRAL HOUSE.

In 1848, the Central House was opened by Robert Kennedy, its proprietor. It was a weather-boarded

log structure on Bench street, and was the headquarters of the legislature and territorial offices in 1849. It was from time to time enlarged, and grew into the Central House of a later day, well known to all the old settlers.

THE AMERICAN HOUSE

was erected in 1849. It was located near the upper landing, and was a large hotel, kept by Mrs. Rodney Parker. It was destroyed by fire in 1863. In 1850, there were some five hotels in St. Paul, to-wit; the St. Paul House, by J. W. Bass; Central House, by B. Kennedy; American House, by R. Parker; Tremont House, by J. A. Wakefield; De Rocher's House, by De Rocher.

THE WINSLOW HOUSE,

erected near the seven corners, was opened to the public in 1854, but was burned down in 1863.

THE SINTOMINE HOTEL,

a large and fine frame structure, built by N. W. Kittson, near the corner of Sixth and John streets, was burned in October, 1854, just after being completed.

FULLER HOUSE.

It was built and owned by Alpheus G. Fuller, and opened in September, 1856. It was a first-class hotel, and considered at that time the finest one in the northwest, costing \$110,000. The name was afterwards changed to the "International." A bonus of \$12,000 was raised for Mr. Fuller before building, and the land was given him by Messrs. Bass and Randall. The lessees of the building were Stephen and E. Long, and a grand ball was given at the opening. It commenced at once doing a splendid business. It was destroyed by fire on the third of February, 1869, about

2 o'clock, A. M. There were over 200 guests and boarders in the house at the time, but all managed to escape in safety.

MOFFET'S CASTLE.

Every old settler recollects the Temperance House on Jackson street, and its venerable looking proprietor, Lot Moffet, a most benevolent and honest man. It was called "Moffet's Castle," by reason of its dilapidated appearance, and for a long time unfinished condition. Mr. Moffet died in 1870.

THE METROPOLITAN HOTEL.

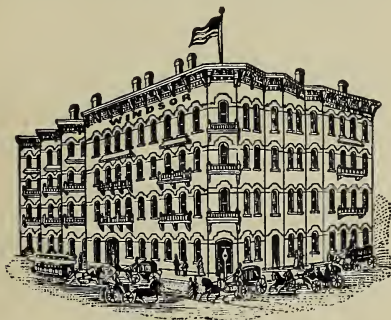
In December, 1850, a three-story brick building, erected by Rice & Banfil on West Third street, on the site where now stands the Metropolitan Hotel, was completed, and the territorial legislature met therein in January, 1851, in the upper story. There were some law offices in the building, and business houses occupied the first floor. This building was destroyed by fire, in November, 1856. The Metropolitan Hotel was subsequently erected on the site, and was opened to the public June 27, 1870, Mr. Gilbert Dutcher being the proprietor.

THE WINDSOR HOTEL

was opened to the public in 1877. It is located on the corner of Fifth and St. Peter streets, and Messrs Summers & Monfort are its present proprietors. The house was built by Mr. Summers, and is a beautiful and imposing building, has 200 rooms, and can accommodate 350 guests. Everything about it is quiet, pleasant and home-like. It is doing a prosperous business.

Mr. Monfort is an excellent manager, having a

cultivated taste and genial disposition, combined with great liberality to his guests, all of which tend to make



THE WINDSOR HOTEL.

him a most popular landlord, and the general verdict is that he is a good provider in everything that affords luxury and comfort to his guests.

THE HOTEL RYAN.

This superb edifice—this symmetrical and imposing structure, rising seven stories from the curb, or a height of 112 feet from the sidewalk, with its bold towers extending to the height of 180 feet, affording a panoramic view of St. Paul and vicinity for several miles, was completed and dedicated to the public on July 1st, 1885.

It was erected by Mr. Dennis Ryan, a wealthy citizen of St. Paul, whose brains enterprise and experience eminently fitted him for the undertaking. It is located in the very centre of the business portion of the city, at the northeast corner of Robert and Sixth streets, having a frontage of over 300 feet (including the new addition) on Robert street, and 150 feet on

Sixth street, occupying the greater portion of the entire block. The exterior is of St. Louis pressed brick, and Joliet marble, with trimmings of sandstone and red and drab terra cotta, the interior finish being of antique oak, with frescoed walls and ceilings, and exquisite tracings of brush and pencil visible on every hand. The grand rotunda of the office is 50x175 feet, and its immense dome is set with illuminated windows, and the office floor is laid with marble. The building is elegantly furnished throughout, and all the rooms are spacious, well lighted and well ventilated, and all the appointments are on a scale of richness seldom equalled. It is doubtless the largest and most costly structure of the kind in the northwest, and can well compete with the largest hotels in New York and Chicago. It has some 380 apartments, and can easily accommodate 600 guests. It is thoroughly fire-proof. Its present proprietor is David McClasky, and C. W. McIntyre manager, capable gentlemen and fully competent to manage this grand hotel of the northwest.

OTHER HOTELS.

There are many other excellent but less conspicuous hotels in the city, among which is the Clarendon, corner of Sixth and Wabasha; the Sherman, corner of Fourth and Sibley; the St. James, corner of Third and Cedar; the Clifton, on Fifth near Wabasha street; and the International, corner Seventh and Jackson streets.

CHAPTER XVIII.

Commercial Organizations.

POPULATION, BONDED INDEBTEDNESS, ASSESSED
VALUATION OF PROPERTY, TAXES, ETC.

AFTER the close of the war, St. Paul entered upon an era of unusual prosperity. Immigration increased, capital from abroad was sent here for investment, business was lively and money abundant, while the population was rapidly increasing, and real estate rising.

In 1866, matters of great interest relating to the future of the city were forcing themselves upon the public, and the representative men of the period began to realize that some provision should be made for the expression of public opinion upon the questions that might from time to time arise; they therefore, in January, 1867, drew up articles of incorporation, which were signed on the tenth of January, 1867, the first paragraph of which, showing the intent of the incorporators and the object of the organization, read as follows:

"Be it known that we, R. Blakeley, Horace Thompson, A. H. Cathcart, C. D. Strong, D. W. Ingersoll and Girard Hewitt, have, this tenth day of January A. D. 1867, associated ourselves together as a body corporate to be called the Chamber of Commerce of the City of St. Paul



THE CHAMBER OF COMMERCE BUILDING.

The purpose of this association is to advance the commercial, mercantile and manufacturing interests of St. Paul; to inculcate just and equitable principles of trade, establish and maintain uniformity in the commercial usages of the city; acquire, preserve and disseminate valuable business information, and as far as practicable to adjust the controversies and misunderstandings which may arise between individuals engaged in trade, and to promote the general prosperity of the city of St. Paul, and the state of Minnesota."

One hundred and sixty-seven citizens signed the articles of association at its organization. Since that time, it has proved itself a most valuable institution, and has been a most important factor in the growth and development of the city. Mr. J. C. Burbank was elected the first president, and fulfilled the duties of the office with credit and ability until 1871, when Gen. H. H. Sibley succeeded him.

Among its other duties, the organization has the forming and giving expression to a proper public sentiment in regard to local and public improvements, and the best time and manner of their construction; careful examination of the general plans and policy of the federal government in making improvements to cheapen transportation of commodities between the seaports and the interior, by extending and improving the navigable water-ways of the country; giving their influence and all possible aid in assisting the proper officers in reducing the expenses of the city government to the lowest point consistent with proper protection to person and property; raising money and giving substantial aid to sufferers in other places who have been struck down by some sudden and unforeseen events, such as storms, cyclones or earthquakes; and by giving expression and due publicity to all important

facts and statistics tending to show the growth and prosperity of the city and the great northwest.

The comprehensive and statistical reports which are published annually by the chamber are deemed official, and are widely distributed. The organization has recently erected an elegant building, which it now occupies, and which cost about \$120,000. It is situated in the heart of the city, on the southwest corner of Robert and Sixth streets, nearly opposite the Ryan hotel.

On the nineteenth of December, 1887, the following resolution was adopted by the chamber, to-wit:

"Whereas, on the tenth day of January next, this chamber will have arrived at its majority, therefore, be it

Resolved. That the St. Paul Chamber of Commerce will, on the tenth day of January, 1888, celebrate its twenty-first anniversary with a banquet and addresses reviewing the history of the chamber and its associations with the rise and progress of the city of St. Paul and the state of Minnesota; and that all honorary, perpetual and annual members be requested to participate therein."

In compliance with the resolution, the members and invited guests assembled in the parlors of the Hotel Ryan at the appointed time, to participate in this, the first reception and banquet of the chamber. After spending an hour or two in the reception parlor they marched into the spacious banquet hall, and, on either side of the president, at the banquet tables, were seated nineteen of the original directors of the chamber in 1867. The founder of the organization in 1867, Captain Russell Blakeley, was the president of the chamber at the time.

After satisfying the physical man, an address was delivered by president Blakeley, who stated among other things, that, of the one hundred and sixty-seven citizens who signed the articles of association at its

organization, over one hundred and twenty are still with us, and among them are many of our most active business citizens; and that when the chamber was established, the population of the city did not exceed 15,000, all told.

Judge Charles E. Flandrau was appointed toast master of the evening, and proposed the first of the regular toasts, viz:

“THE ST. PAUL CHAMBER OF COMMERCE,
—a labor of love to its members—a power behind the government—influential in all measures that benefit the city and state—it celebrates its entrance into manhood in the midst of a metropolis of its own creation.”

Which was responded to by Gen. John B. Sanborn and Thomas Cochran, Jr., in very stirring and interesting addresses.

Hon. E. F. Drake responded to the toast, “The railroads of St. Paul and the northwest.” His speech was exceedingly interesting, brief and witty. He remarked that the trite phrase “All roads do lead to Rome,” was a very “old saw” supposed to have been picked up by some sailor over the site of the sunken Atlantis. If the phrase was changed by leaving out “Rome” and inserting “St. Paul,” it would be more truthful. The committee on toasts seem to be of the same mind. Hear their words:

“’Twas said, ‘All roads do lead to Rome,’
To-day we bring the saying home,
There ’s not a railroad great or small
But has its centre in St. Paul.”

Mr. Drake followed this humorous vein with some very good advice and pertinent remarks, paying a glowing tribute to the memory of the late Horace Thompson.

Other toasts were given, and other addresses made by Mr. Channing Seabury and by Senator Durant of

Stillwater, who gave them to understand that, "St. Paul might take in Minneapolis, but never could take in Stillwater, for she was the old maid of the family." Very interesting remarks were also made by Bishop Ireland and Rev. Samuel G. Smith.

The banquet and reception proved a grand success, and heartily enjoyed by all present.

The regular meeting of the chamber is on Monday morning of each week, and the annual election of directors is on the last Monday in May, at which time sixty directors are chosen from the entire membership. Every citizen of St. Paul is entitled to membership for the nominal consideration of ten dollars per year, with the privilege of attending the weekly meetings of the directors, presenting and speaking upon any subject of general interest to the city or state, and of casting a vote at the annual election of directors.

There are standing committees on Property and Finance, Mercantile Affairs, Manufactures, Legislation, Transportation, Health and Sanitation, Taxes, and County and City Officials.

The following gentlemen are the present officers: President—Frederick Driscoll; Vice-President—J. W. Bishop; Treasurer—Peter Berkey; Secretary—A. S. Tallmadge.

The following gentlemen have served as president of the chamber of commerce, since its organization:

J. C. Burbank.....	1867-1871
H. H. Sibley.....	1871-1873
Henry M. Rice.....	1873-1875
R. W. Johnson.....	1875-1876
H. M. Rice.....	1876-1878
H. H. Sibley.....	1878-1881
John B. Sanborn.....	1881-1886
Russell Blakeley.....	1886-1888
Frederick Driscoll.....	Present president.

The board of trade was incorporated in June, 1880, and its object and purposes were to advance the commercial, mercantile and manufacturing interests of the city, to secure just and equitable principles of trade; to establish and maintain uniformity in the commercial usages of the city; to acquire and disseminate useful business information; to adjust controversies and misunderstandings among members, and to promote the general prosperity of the city.

The membership is composed of responsible and reliable business men, mostly merchants who buy and sell on commission any and all products of the agricultural districts and fill orders for those who desire to purchase. The active members hold daily meetings in the chamber of commerce, where daily calls for produce and fruits are made, and a large amount of business transacted; only reliable firms are admitted as members of the board of trade.

The present officers of the organization are the following gentlemen; President—J. M. Bohrer; First Vice-President—G. W. Griggs; Second Vice-President—E. McNamee; Secretary—W. G. Gates; Treasurer—Wm. Dawson.

We have previously referred to other noted commercial and social organizations, such as the Jobbers' Union, (page 135), Contractors and Builders' Board of Trade (page 117), the Real Estate Board (page 106), Historical Society (page 73), Agricultural Society (page 72), Old Settlers' Association (page 75), Ramsey County Pioneer Association (page 79).

OTHER SOCIETIES.

There are a great number of benevolent, sporting, literary, temperance, national, building and secret societies, and the Grand Army of the Republic, but space prevents us from giving a full notice thereof.

The rapid growth of St. Paul in population for the past few years has been phenomenal. By the census of 1880, it had a population of only 41,498. On the first of June, 1887, the books of the city directory gave 62,231 individual names, and, on the estimate of $2\frac{1}{2}$ persons to the name, St. Paul had then 155,577 inhabitants.

The directory for the fiscal year 1888, which was completed, so far as the number of names is concerned, on the first of June, 1888, contains 70,234 individual names, and on the same estimate of $2\frac{1}{2}$ persons to the name the population of St. Paul, on the first of June last, was 175,585. That is, the increase of names in one year was 8,003, and the increase in population 20,007, by using the multiple $2\frac{1}{2}$; but if we use the multiple 3, which is the one that many of the most conservative cities adopt, then, on the first of June last, St. Paul had a population of 210,702, or 24,109 more inhabitants than she had on the first of June, 1887. Using this multiple, the population has increased nearly 100,000 in the past three years.

The following tabulated statement shows the annual growth of St. Paul in population:

Year.	Population.	Year.	Population.
1838	3	1880	* 41,498
1847	50	1881	50,500
1849	840	1882	75,835
1850	* 1,294	1883	88,378
1855	4,716	1884	99,322
1857	9,973	1885	111,397
1860	* 10,275	1886	† 148,074
1865	12,970	1886	† 123,395
1870	20,300	1887	† 186,693
1871	24,200	1887	† 155,571
1872	25,500	1888	† 175,585
1873	27,023	1888	† 210,702
1875	36,333		

*U. S. census.

†Multiple $2\frac{1}{2}$.

†Milwaukee's Multiple, 3.

BONDED INDEBTEDNESS.

The total bonded indebtedness of the city of St. Paul, on June 1, 1888, was \$5,788,000. This represents the successive issues of the city bonds proper. There were outstanding at the same date certificates of indebtedness to the amount of \$143,668, which will be paid out of the tax levies.

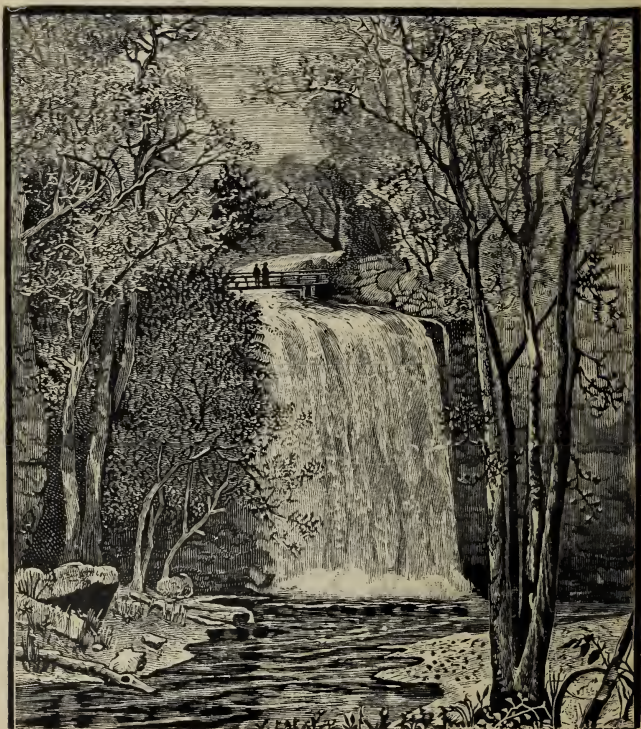
The bonded debt of the old water company, to be paid by the city, upon maturity, amounts to \$160,000. The total annual interest on the debt is \$297,555.55. The bonds of recent issue bear $4\frac{1}{2}$ per cent. interest, and sell at a premium.

VALUE OF REAL AND PERSONAL PROPERTY.

The assessed valuation of real and personal property of the city, made in 1886 (at about one-half or five-eighths of its actual value at the time), was \$90,828,593. A new assessment is now being made, and will soon be completed. The most conservative estimate will make this assessment at not less than \$130,000,000.

TAXES FOR 1887.

State tax, including school tax.....	2.90 Mills
County tax " "	2.10 Mills
City tax " "	10.50 Mills
Education, including for needed buildings	4.50 Mills
Total on valuation.....	20.00 Mills



MINNEOPA FALLS.

CHAPTER XIX.

Parks, Boulevards Lakes.

PARKS, gardens and pleasure grounds are commonly called the “lungs” of a city, through which her masses of people find respiration and ventilation. Then again, there are squares, commons, crescents, possessing the same functions, in a less degree, such as Trafalgar square, Bedford, Grosvener, Belgrave, Hanover, Berkeley and Golden, in London. Some of them are public, but most of them in that city are private, with iron gates which shut out the common people, who can at most only peer through the iron grating. In these latter days, most of the large cities of Europe, and many in this country, have introduced, and are now introducing

PARKWAYS AND ROADWAYS,

or in other words, wide boulevards and avenues, lined on each side with trees and miniature parks. They are to be seen in Washington, Cleveland, Buffalo, Chicago and other places.

Within the limits of Paris there are one hundred and twenty miles of these boulevards. More than twenty parks are also found around and within a short distance of Paris—near enough to be available for a day’s pleasuring, by means of railway excursion

trains. Two of these, Boulogne and Vincennes, being nearest the city, are fitted up with extensive and important improvements, the better to serve as recreation grounds for the daily use of the citizens. During the whole year they act as great lungs to the city, while in summer, and to a good extend in winter, they are the resort of the laboring classes as well as others.

THE PUBLIC PARKS

belong to the people, and by them are enjoyed most thoroughly. Regents park or Hyde park, on a summer Sunday afternoon, is a sight worth seeing, for here flock the aged and the young, the grey-bearded and the adolescent, and they come from all classes of people, and meet together on common ground. New York city, with an area of 42 square miles, has seven miles of planted parkways, all of which are suburban.

NEW YORK CENTRAL PARK

is two and a half miles long by one-half mile wide, but this is practically divided by the reservoirs of the city water works. Deducting, therefore, what has been utilized for special public purposes, the area of the park proper is 683 acres. There are in it five and one half miles of rideways, nine and a half miles of driveways, and twenty-eight miles of walk.

PROSPECT PARK,

of Brooklyn, contains, with the parade ground, 550 acres, having six miles of drives, four miles ride, and twenty miles of walk.

Fairmount park, of Philadelphia, is 2,740 acres in extent, and Druid Hill park, in Baltimore, contains 600 acres—a beautiful old wood park, acquired by the city in 1860.

THE CHICAGO PARK SYSTEM

contains nearly 1,900 acres of land, composed of six parks, and all, with one exception, being connected by parkways.

St. Louis now controls 2,100 acres of land, held for pleasure grounds, or recreation purposes, but only a small portion of it has been, as yet, improved.

Cincinnati holds about 400 acres of public recreation ground, of which 207 acres lie in Eden park.

San Francisco has 1,100 acres for this purpose, of which about 1,000 acres lie in

GOLDEN GATE PARK,

being the most attractive feature of the city, bordering as it does upon the ocean, and extending for three miles in length, and being half a mile wide.

Buffalo is forming the most complete system of recreation grounds of any city in the United States. It consists of an inland suburban park of 300 acres, of very quiet character, with an ample approach from the centre of the city, and parkways extending from it in opposite directions—one to a promenade overlooking Lake Erie, the other to a parade ground and garden on the opposite side of the city. There is a natural growth of trees in the main park, and a lake of 46 acres has been formed, and several miles of macadamized roads and walks constructed, with suitable buildings on the grounds. The work was commenced in 1871, and has advanced very steadily and economically.

THE PARKS OF ST. PAUL.

There is no city in the union better adapted for park sites, commanding and extensive views, and which combine every element of picturesque beauty

than St. Paul. The natural scenery is unsurpassed, and manifold objects of interest are scattered around which meet the eye in every direction. Among its hills, bluffs, ravines, and groves, are walks and winding paths of the most romantic character, and from the eminences overlooking the river and lakes can be seen magnificent views of almost illimitable extent.

Prof. H. W. S. Cleveland, who for thirty-four years has devoted his whole time and attention to landscape gardening in every part of the country, in his address delivered in Dyer's Hall, to the Minneapolis Society of Fine Arts, in April last, urged the importance of prompt action of the Twin Cities in determining the lines of connecting boulevards between the two cities so that all subsequent arrangement of suburban additions might be forced to conform to them; and in speaking of the two cities, as being thus united by parkways and boulevards, he says:

"I wish to urge the preservation of those gifts of nature which will provide for the wants of those who come after us, so that they may find something more than the workshop in which we have wrought. The workshop will continue to yield its returns, but, in addition, I would have the city itself such a work of art as may be the fitting abode of a race of men and women whose lives are devoted to a nobler end than mere money-getting, and whose efforts shall be inspired and sustained by the grandeur and beauty of the scenes in which their lives are passed. Nature offers us such advantages as no other city could rival, and such as, if properly developed, would exhibit the highest attainment of art in appropriating the natural elements on which all art is founded. * * * I refer especially, here, to the river banks and the region in the vicinity of Minnehaha Falls.

The park commissioners of St. Paul have secured a tract of fifty acres opposite the mouth of the Minnehaha, and the

survey has been made and the plan prepared for a drive-way along the river bank, from Fort Snelling bridge to Marshall avenue. It is hoped and believed that this may be secured, and the bank preserved in its native grandeur and beauty. It will make a superb avenue; but a moment's reflection will show that it will be shorn of its most attractive outlook, if Minneapolis fails to improve the opposite bank in similar style. If such an avenue is laid out and the bank preserved on this side also, it is hard to conceive of anything finer than the effect would be as seen from either side. If we fail to secure it, the view from the east side will be of a scene of desolation; a hillside marred and scored with quarries, with no other dwellings near them than the shanties of the quarrymen, and beyond, a mean and monotonous and uninteresting quarter. A moment's reflection will show that the disposition that is made of the river bank will decide the character of all the adjacent region. If advantage is taken of its wonderfully picturesque features, to preserve and adapt it to residence purposes, every street in the vicinity will become the site of elegant and costly private and public buildings. If it is suffered to be stripped of its trees and seamed with quarries the whole neighborhood will be given over to those who can afford only cheap homes. It would be a standing and conspicuous reproach and stigma upon Minneapolis, and one with which St. Paul might justly taunt her from its contrast with the superb development of her own side of the river.

In this, as in all systems of improvement adopted by either of the present cities, the interests are mutual, and should be considered only with reference to the future. * * *

I wish I possessed such power of description as would enable me to convey to your minds my own conception of the possibilities which are here opened to us. It is all wild now, and difficult of access, and those who succeed in reaching the river bank find themselves looking down from a height of

more than 100 feet upon a rapid stream whose banks are sometimes steep hillsides, sometimes overhanging precipices, and sometimes expanding in graceful natural terraces, or seamed by deep transverse ravines, but everywhere clothed in richest verdure,—gigantic elms, linden and ash trees, on the lower ground, birch, maple, box-elder and horn-beam, springing from the hillsides, and wild vines and shrubbery clothing and overhanging the precipices, with here and there the picturesque form of an aged cedar or pine wreathing its roots in fantastic forms among the rocks.

We fail to appreciate its beauty now, for everything about it is in keeping with its native wildness; but fancy the effect of such scenery being opened to your view as you ride luxuriously along a magnificent avenue lined on the inner side with fine public and private buildings, and intersected at intervals by other streets and avenues stretching away in long lines of perspective, while on the opposite side of the river the same thing is repeated, the banks themselves being preserved in their native wildness, but developed and interpreted by the hand of art. Fancy this picturesque scene extending for miles through the richest residence portion of such a city as this will surely be. But on the other hand, if we fail to make this improvement, and suffer the wood to be stripped off, and the hillsides to be seamed and scarred with quarries, it will present only a dreary scene of desolation. * * *

I am but a new comer, almost a stranger here, but, having been employed professionally by both cities to suggest and arrange the tasteful development of their park systems, I have carefully studied the topography of the intermediate region, and after a professional practice of thirty-four years, extending from Nova Scotia to Colorado, and from Dakota to Florida, I can say in all sincerity that I have known no instance in which the future growth of a great city could be more safely predicated from all the circumstances on which

such growth must depend, and secondly, that I have never seen a site so favored by nature for the creation of a superbly picturesque and beautiful city, if we choose to avail ourselves of the opportunities she offers us. The city will certainly be here, and I doubt not it will in any event be magnificent in its display of wealth and evidence of active enterprise. But here, in a most important section, nature has placed features, which, if wisely and tastefully developed, will furnish, in the very heart of the city, a series of grand and picturesque scenes, extending for miles, and forming an appropriate entrance to a park of corresponding character, perfectly unique in its topographical features, beyond possibility of artificial imitation, and rendered classical by the pen of our best loved poet. * * *

A little study of the skeleton map I have here prepared of the region we are discussing will give you an idea of what has been accomplished, and what remains to be done to secure results of mutual and utterly inestimable value to the cities which are destined to become virtually one. * * *

St. Paul has made a more decided demonstration of her recognition of future necessities, by beginning the construction of a park on Lake Como nearly ten times as large as any in Minneapolis, by making a boulevard 200 feet wide of Summit avenue to the river shore, and connecting it by a superb driveway down the bank with a park opposite the mouth of the Minnehaha, which as yet comprises only fifty acres—but within that area is contained the most picturesque portion of all the adjacent region.

Do but look at this map, and think for a moment of the possibilities that are open to us to secure for the great city that is to occupy this region such features of grand and picturesque natural scenery within the circuit of a pleasure drive, and actually within the municipal limits, as elsewhere men seek as a pleasure resort at a remote distance and pay extravagant prices to secure for a portion of the year.

The rich men of Chicago make their summer homes on

Geneva lake, seventy miles distant in another state, and not to be compared in graceful beauty or picturesque effect with the lake and river scenery we possess within our own borders.

See what a superb circuit of drives may be arranged, including Como park, Summit avenue boulevard with diverging branches, the river shore drive, and then crossing the river from Hiawatha to Minnehaha park, and up that stream to the beautiful shores of lakes Harriet and Calhoun, or along the river shore north to Riverside park.

The heart glows at the thought of the magnificent future which is thus opened to our perception—or sinks with dismay with the apprehension that we may fail to secure its realization."

St. Paul is not wholly wanting in these lungs, or breathing places for her citizens. There are some

· VERY PRETTY PARKS

within her limits—now numbering twenty-five—of various sizes, and having a total area of about 300 acres. The principal ones are the Como park, having 256 acres; St. Anthony park, $14\frac{1}{2}$ acres; Merriam park, 8 acres; Irvine park, 3 3-5 acres: Central park 3 1-3 acres. There are also Union park, Smith park, Rice park, Dawson park, also Stewart, Summit, Lockwood, Highland, Walsh, Foundry, Lafayette square, and many other parks, more or less improved.

BOARD OF PARK COMMISSIONERS.

At the session of the legislature 1886-87, the Board of Park Commissioners of St. Paul was created and organized. The bill introduced was known as the "Park Commission Bill," and it passed both houses, was signed by the governor and became a law. This act provided for the appointment by the mayor of seven persons, who were to constitute a board of

park commissioners, but were to receive no compensation for their services. The commissioners were to appoint a superintendent and secretary. The duties of these commissioners were to devise a system of parks and parkways in the city, to designate the lands to be used for such purposes, to acquire title to the same by gift, purchase, lease, or condemnation, and direct the board of public works to appraise and assess damages. The board has power to vacate any street or road through parks; and no highway or railroad can be laid out or built thereon, except by the consent of the park commissioners. They were given the same power to control parkways, as the city council has over streets, and this power extends to connecting parkways outside the city limits. They have no police power, excepting to make and enforce rules affecting the quiet, orderly and suitable use and enjoyment of the park grounds by the people of St. Paul, and to fix penalties for the violation thereof. The commission is a permanent board, and the appointments are to be made by the mayor, at the expiration of the term of the respective members.

The act itself appointed the first board, which consisted of the following gentlemen: Wm. A. Van Slyke, president; Greenleaf Clark, John D. Ludden, Stanford Newell, Rudolph Schiffmann, Wm. M. Campbell, and Beriah Magoffin.

The sum of \$250,000 in bonds was also authorized for park purposes.

Active work is now progressing in perfecting the park system in the city, Como park, on the beautiful Como lake is now being improved under the direction of Prof. Cleveland, and besides the many broad drives and walks winding about the natural forest and lovely hills, there will be a drive one hundred feet

wide following the many curves and encircling the lake.

The commissioners are planing for a system of parks and boulevards, unsurpassed by any other city, which will encompass the bluffs on both sides of the river to Fort Snelling and Hiawatha park and opposite Minnehaha falls to the high bridge connecting St. Paul and Minneapolis, through the interurban towns to the state fair ground, thence around the beautiful lakes to the Indian mounds.

Let us hope that this commission will prove effective enough to give St. Paul a park system worthy of its magnificent natural situation, and that they will fully carry out and complete the proposed improvements.

LAKES AND LAKELETS.

Wonderful as it may seem, yet it is nevertheless true, that Minnesota has within her boundaries nearly 10,000 lovely sheets of water, which vary in size from the lakelet of thirty acres to the great Red lake covering 340 acres. They are deep, with clear, pure water. gravelly bottom, and stocked with a great variety of fish. None of them are mere ponds of water, for even the smallest are fed by springs, and many of them act as reservoirs for supplying the springs with water.

There are some sixty of these lakes within a radius of twelve miles from St. Paul. Many of these are really beautiful, surrounded with groves and forests and dotted here and there with summer villas, cosy cottages and spacious hotels.

WHITE BEAR LAKE

is a most charming and favorite retreat, and lying but twelve miles from the city, it is becoming a most popular place of resort during the summer months. The

greater part of its shores are heavily wooded, and adjoining are many handsome groves, and improved grounds. Cottage Park which has been improved and occupied by families from the city, is a delightful spot. Mahtomedi is a station on the north side, and there are many summer cottages on the lake front. There is an excellent hotel here, and several first-class hotels at other points on the lake. Manitou island, covered with forest trees, is laid out in drives and walks, and many villas and summer cottages are scattered about. There is a steamer on the lake, and a large fleet of elegant sailing yachts.

LAKE ELMO

is another lovely sheet of water, about the same distance from St. Paul. It lies, shining and glistening in the sun, like a star in the firmament. It has special and peculiar charms, from the diversified scenery around. On the eastern shore is a first-class hotel, called "Elmo Lodge." The lake is getting to be quite a popular place for those seeking a quiet resting place during the warm season.

COMO LAKE,

and the other small and lovely lakes which bound the city on the north, are being improved and beautified. Now surrounded by natural forests, they will soon be encircled by magnificent boulevards, and be visited by thousands of our citizens daily.

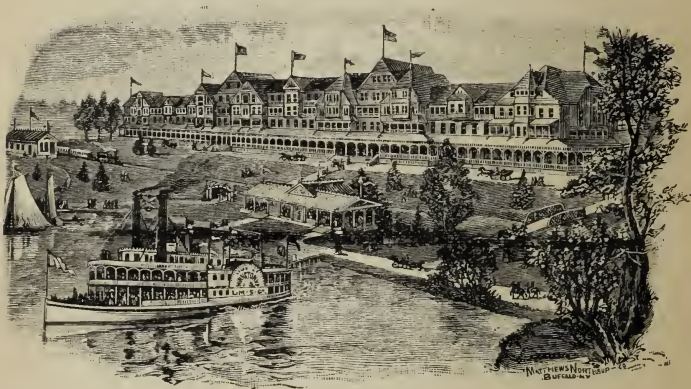
LAKE MINNETONKA,

which has a national reputation as a summer resort, and visited annually by thousands of pleasure and health seekers, lies on the edge of the "Big Woods" in what is called the "Park Region," about thirty miles from St. Paul. It is a charming sheet of water, has a length of about fifteen miles and a greatest breadth

of three or four miles; but it is a curious aggregation of bays and deep indentations, giving it an extraordinary irregularity of outline, and making it one of the most remarkable bodies of water in the world. It has many pretty cottages surrounding it, and some magnificent hotels, the largest and most popular of which is

HOTEL LAFAYETTE,

which is unsurpassed in elegance, comfort and beauty. When first completed it was 700, but now about 1100,



HOTEL LAFAYETTE.

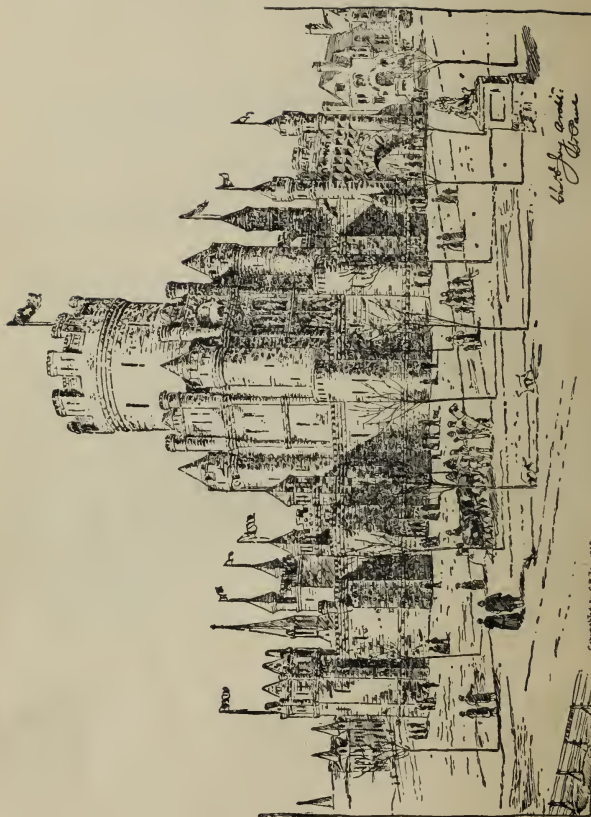
feet in length, and more than 100 feet wide, exhibiting a graceful and pleasing combination of architectural styles, with the Queen Anne predominating. The exterior is broken and adorned by circling, oriel and heavy bay windows, by broad and spacious balconies, by gables and other architectural adornments, at once relieving its vast expanse and charming the eye of the

beholder. It is located at Minnetonka Beach. Another most popular hotel, which occupies the beauty-spot of the lake, is the

HOTEL ST. LOUIS.

It is nearly surrounded by woods and groves, and located in a most lovely and romantic spot, having a lawn in front extending to the shore of the lake, where stands a spacious pavilion, from which the long steamboat pier extends. There are many other hotels at different points on the lake.

The boats which ply the lake are splendid side-wheelers, with open promenade decks, luxuriously furnished cabins, and with all modern conveniences tending to the comfort and pleasure of the passengers. During the season the lake presents at all times a very busy and animated scene, in the various pursuits of fishing, sailing and rowing,—there being some forty-six steamboats, nearly one hundred yachts and other sailing boats, and innumerable other craft upon its waters. Many of the citizens of St. Paul have cottages there, and hundreds visit it daily during the summer months.



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ICE PALACE, 1888.

CHAPTER XX.

The Suburbs of St. Paul.

THE ICE PALACE AND WINTER CARNIVAL.

MARVELOUS as has been the growth and development of St. Paul in the past, it yet requires no great effort of the imagination to predict the glorious triumphs that await her in the future. The application of the rules of cause and effect will convince the most conservative observer that St. Paul is just entering upon an era of rapid strides, progressive aspirations, and gigantic developments, which will not only eclipse anything shown in the past, but will urge her by forced marches still onward to the accomplishment of her metropolitan destiny.

St. Paul is the great commercial centre of the northwest, and rapidly as the city has grown, it has not kept pace with the vast area of country tributary to it, and which is pouring its innumerable products of field, forest and mine in upon us, multiplying our industries, increasing our trade, and imparting new life and energy to our merchants, manufacturers, artizans, and citizens. If any old settler, thirty years ago, could have had a vision of St. Paul of to-day, as he looked down the corridor of time, and beheld the growth, the beauty, and the wealth of this prosperous city, crowned with monuments of science and art, and, with prophetic

pen, could have described it, he would have been looked upon as an insane dreamer. So, doubtless, we should thus be looked upon to-day, if we should describe the prophetic vision we have had of this city thirty years hence, and the glorious inheritance that awaits our children in the future.

St. Paul is being encircled with new manufacturing and residence suburbs on her different lines of railroad. These suburbs have sprung into existence during the past few years, and are being developed by St. Paul's capital, and controlled by St. Paul's citizens. The motive power for this grand expansion of the city has been found in large and powerful land syndicates, organized by men of abundant means, who purchase large, uncultivated tracts of land at the most desirable points, and plat and lay them out with the special object of originating and developing new lines of industries.

NORTH ST. PAUL.

In the spring of 1887, there was no such place as North St. Paul. Now it is a thriving village, having a population of over 2,500, and no less than fifteen factories, and is one of the fastest growing of the suburban towns. It is located on a high and commanding site, about one mile from the city limits, on the Wisconsin Central railroad. The factories, residences and stores, erected there between May and December, 1887, cost some \$700,000, and the establishments erected there during the past year represent a capital of over one million.

The town has now a spacious school house costing \$10,000, two large hotels, a city hall, a bank, and a weekly newspaper.

SOUTH ST. PAUL

is situated on the west side of the Mississippi river, about five miles from the union depot in St. Paul, and on the line of the Chicago, St. Paul & Kansas City railroad. Three years ago it had no existence, and the country around was but prairie and farm lands; now it is a thriving, busy, prosperous community. There are several large manufacturing establishments located here, and also the shops of the Chicago, St. Paul & Kansas City Railway company.

ST. PAUL UNION STOCKYARDS

are the most important industry in the place. The plant covers an area of thirty-four acres, and the improvements have cost some \$1,500,000, including the land. This company was originated mainly through the efforts of Mr. A. B. Stickney, president of the railroad above mentioned, strongly and ably seconded by the chamber of commerce. The company was originated in 1886, and this new business enterprise will develop into one of colossal magnitude.

Let a stranger visit these stockyards, and go through the immense establishment when in full operation; he will then not only get an idea of their practical working, but will be surprised at the immensity of the business, and the amount of the products. The packing houses are located near to or adjoining the stockyards, so that the stock from the yards can be easily handled by the packers.

THE LIVE PORKER,

comes in at one door, and in a few moments has been introduced through the several departments, and before he is aware of the proceeding, finds himself hanging by the heels in the cooling room, and, shortly after

dismembered and comfortably salted down in a clean, new barrel.

The pork packing house has a capacity of 3,500 hogs per day, and the beef house of 500 cattle per day. The stockyards grounds have an area of 200 acres, and around them has been built quite a village, with a large hotel, stores and residences. Upon the grounds is the Stock Exchange, a handsome three-story building of pressed brick, costing \$40,000. In this building are the general offices of the company, the Live Stock Bank, and other offices.

ST. PAUL PARK.

This thriving suburban village has sprung into existence within a few months, and bids fair to become a large manufacturing district. It is located on the east bank of the Mississippi river, adjoining the southeastern limits of St. Paul. In 1887, some 1,300 acres were platted, and since then its growth has been phenomenal. It is about nine miles from the union depot, and easily reached by the motor trains on the Chicago, Burlington & Northern railroad, which run hourly; and the fare is only six cents.

The improvements were not commenced here until July, 1887, but since then there have been erected about 200 buildings, several miles of streets have been graded, and sidewalks laid. There are now some eleven manufacturing establishments in operation, and others about to be started. The St. Paul Carriage and Sleigh Company have recently located a plant there, having a capacity of 200 men.

MERRIAM PARK.

This really beautiful residence suburb now includes Merriam Park proper, Union Park, St. Thomas, and

the Minnesota Transfer. It lies in the midway district, and within the city limits, equi-distant between the business centres of St. Paul and Minneapolis, and is reached, by half-hourly trains, in twelve and a half minutes from either city. In the spring of 1882, a portion of the land owned by Col. John L. Merriam, lying southerly of the Chicago, Milwaukee and St. Paul short line railroad was platted and put upon the market. These lots were sold upon the condition that the purchaser should build, during the current year, a dwelling costing at least \$1,500, and sales were refused to persons who were considered in any way objectionable to a strictly moral community. The result of this conditional clause is seen in the beautiful homes, and pleasant cottages facing lovely lawns, and peeping out from clustering shrubbery, or shaded by majestic trees, and occupied by a very select class of citizens.

In January, 1885, by an act of the legislature, Merriam Park was incorporated within the city limits, but the act provided that no saloons should be licensed by the city within an area of about four miles square, of which Merriam Park is the center, and also that it should not be taxed for the then bonded indebtedness of St. Paul. This suburb has the best of educational facilities, and has many beautiful churches, a first-class hotel, many business blocks and stores, and the society is not surpassed in either St. Paul proper or Minneapolis.

With her graded streets, wide boulevards, magnificent forest trees, extensive park, beautiful lawns, elegant residences, and about to be supplied with both gas and water, Merriam Park as a place of residence cannot be surpassed by any suburb in the northwest.

The Transfer neighborhood is in the midway district, within the city limits of St. Paul. The transfer company is composed of eight great railroad corporations, the grounds cover about 200 acres occupied by the tracks, buildings and stockyard of the company. The immense business done by the company is the transferring of freights from the cars of one road to another. An army of men are employed here, and the business is constantly increasing. The superintendent of the company, who has the management of all the departments, is Mr. D. M. Sullivan, who is a most capable and energetic gentleman, and now represents the Eleventh ward as its alderman in the city council.

ST. ANTHONY PARK.

This is another charming residence suburb, about six miles from the union depot, on the St. Paul, Minneapolis & Manitoba railway, and has grown up within the past two years. This place is also located in the midway district and within the city limits, beautifully laid out, and being rapidly improved. In time it will be a lovely spot, with its rolling hills crowned with natural forest trees, and even now on some of its commanding sites are elegant residences greatly admired.

OTHER SUBURBS.

There are several other delightful residence suburbs, such as Hamline and Macalester, in the midway district, Warrendale, on Lake Como, Ridgewood Park, —all thriving places and growing rapidly.

ICE PALACE AND WINTER CARNIVAL.

This little work would not be complete without a brief reference to the dazzling magnificence of our

midwinter festival—the mammoth crystal palace with its glittering towers, turrets and battlements—the storming of this fortress of the Ice King Borealis by the combined forces of the Fire King—and the gorgeous pageants of the St. Paul Carnival.

The St. Paul Ice Palace and Winter Carnival Association, originated in November, 1885, and the first president of the association was George R. Finch, and a Mr. Hutchinson of Montreal was engaged to build the palace. On the fourteenth of January, 1886, the corner stone (block of ice) was laid, and on the first of February the keys of a most beautiful and imposing structure of ice were handed over by Mr. Finch, as president of the association, to the mayor of St. Paul. This first palace, covered an area of 180x160 feet, the main tower was 100 feet high, and 30,000 blocks of ice were used in its construction. It was the largest ice palace ever built, up to that time.

The festival of that year proved a great success, and not only was it immensely enjoyed by our citizens, but thousands upon thousands flocked here from all parts of the country, and from Canada, and were richly repaid for so doing.

In November, 1886, new officers of the association were elected, and Mr. L. H. Maxfield succeeded Mr. Finch as president. The second ice palace was erected in January, 1887. It was much more elaborate than the first one, and much larger. It had the general plan of a Latin cross, covering 42,000 square feet. It contained 65,000 blocks of ice, and one of the turrets ran up 140 feet, surmounted by a flagstaff. It was designed and built by St. Paul men.

In November, 1887, an election of new officers was had, and Mr. George Thompson was elected the president of the association. The third ice palace, much

more elaborate, beautiful, and on a grander scale than either of the others, was erected in January, 1888. During the carnival week hundreds of thousands flocked into St. Paul from all parts of the country, and heartily enjoyed our winter sports, in their endless variety.

The ice palaces were erected in Central park, and its area, with adjoining land, was enclosed, affording ample space for the skating and curling rinks. the toboggan slides, and a tribe of Indians with their tepees, ponies and dogs. During the carnival weeks the streets and sidewalks—decorated with flags, banners, streamers and arches, and at night lit up by electric lights and thousands of gas lights in colored globes—were thronged with waiting crowds to see some one of the many parades of the carnival clubs, which number some 6,000 members, ladies and gentlemen, each club having a different but becoming uniform. These parades are accompanied by numerous bands of music, and, if at night, in their midst and on every side are displayed every variety of fireworks.

THE STORMING OF THE PALACE.

One of the most magnificent sights man ever witnessed is the storming of the great ice fortress of King Borealis. It happens twice during every festival. The sight is grand, terrific, inconceivably beautiful, and no tongue is eloquent enough to describe it, or pen to picture it. Old King Borealis is most valiant and courageous, but amid the crash of arms, the thunder of the bombs and artillery, and the gorgeous display of fire-works—amid the din of battle and smoke, the palace is completely hid from sight, but the smoke is soon wafted away and the whole palace appears enveloped in flames, while from its battlements falls a cascade of fire.





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